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DEATH.

On August 17th, at Hankow, JON. TAYLOR.
Deeply regretted.HONGKONG OFFICE: 10A, DES VEXES ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 24TH, 1908

No subject can be of more general interest to readers in the Far East than the prospects of trade. For the past three years trade has been depressed in the Far East to an extent almost unparalleled in the recollection of the oldest firms. Anything therefore that the Chairman of such an institution as the Hongkong and Shanghai Banking Corporation may have to say on the subject of trade depression commands special attention by reason of the exceptional advantages which the leading Banking institution has of feeling the pulse of trade and forming an opinion as to the condition of the patient. It is encouraging, therefore, to note that, though hope deferred so long has tended to make many hearts sick, Mr. SHELLIM, on Saturday, felt justified in taking a hopeful view of the future. The Chairman of the Bank based his hope on the fact that the present cheapness of money and the diminishing stocks are factors which must sooner or later bring about a commercial revival, though he was constrained to admit that there are no clear indications yet of the long deferred rising in the trade barometer. When it does come it will be interesting to consider whether the revival is such as to stamp of permanence. Meanwhile many theories are advanced for the dullness of trade which has been so protracted, but the majority of them are in the nature of temporary factors only, and we may not unprofitably inquire whether there are not reasons for this depression of a more

permanent character than the dislocation of trade by flood and famine and the accumulation of stocks.

In the first place we have to take note of the fact that the balance of trade has been against China for many years past. In 1901 the imports exceeded the exports by 27 per cent; in 1902 by 28 per cent; in 1903 by 31 per cent; in 1904 the excess increased to 43 per cent; in 1905 to no less than 97 per cent; and in 1906 it dropped to 74 per cent. The greatly increased import trade in 1904 and 1905 was largely financed by remittances to maintain the Russian and Japanese armies in the field, and in 1906 it must be set down to evacuation costs. We may, therefore, regard the normal position of trade as being about 30 per cent. against China.

We have to add to this drain the indemnity payments to the Foreign Powers, demanded as reparation for the Boxer rising, as well as the interest on China's foreign loans. Up to 1895 the Empire had practically no foreign debt, but as a result of the war with Japan a foreign debt of over 450,000,000 was incurred. With exchange against her, China's foreign obligations entail an annual charge of something like forty-five million taels. This, it will at once be realised, seriously affects the purchasing capacity of China, and we must look for the remedy to increased exports. The Chairman of the Hongkong and Shanghai Banking Corporation mentioned the satisfactory fact that, in spite of the severe crisis of last season, the total of the combined exports of China and Japan shows that the trade is one which is still on the increase. There is no need to emphasise the fact that the resources of China are immense and only need development. China has in the past neglected her opportunities. The tea export trade has been practically ruined by indifference and lack of enterprise. But many evidences are now to be observed that the Chinese from one end of the Empire to the other are beginning to appreciate the necessity for developing the resources of the country and in this lies one of the best hopes of the future of foreign trade. The increased facilities for trade which the railways in course of construction will afford as they are completed must lead to trade development, and nothing will serve so much to influence currency reform in China as the various parts of the Empire. China has shown how indifferent she is to the representations of the Foreign Powers on the subject, but when the evils of the existing chaos are emphasised by rapid communications we may look to the development of a public opinion among the Chinese themselves which will force the central government to action in the matter. What is wanted, in short, to ensure a permanent revival of foreign trade is an improved financial administration, uniform currency, and more enterprise on the part of the Chinese in the development of the country's resources by improved methods.

New regulations regarding Naval and Military prisoners who have not been dismissed from the service appear in the Gazette.

Regulations made by the Governor-in-Council under various sections of the Pharmacy Ordinance of 1908 are published in the current Gazette.

It is officially announced that the Hon. Mr. A. M. Thomson, who returned to the Colony on the 14th instant, has resumed duty as Colonial Treasurer.

Dr. H. G. Hobson, of Robinson Road, Kowloon, and Dr. G. H. Fitzwilliams of the Peak Hotel have been registered as duly qualified to practise medicine and surgery in this Colony.

Count Jelenky, Manager of the Tientsin Branch of the Russo-Chinese Bank, has been appointed Manager in Shanghai vice Mr. Drossemer, who is understood to have severed his connection with the Bank.

Mr. D. Fotheringham, late chief engineer of the ill-fated steamer "Yingking," was discharged from the hospital on Saturday. Mr. Fotheringham suffered considerable injury in the typhoon, and has been an invalid for twenty-four days.

Rules made by the Governor-in-Council regarding licences for selling or dealing in salt manufactured on land in the New Territories are published in the Government Gazette. Regulations regarding Land Office fees in the Territories are also gazetted.

Ten gamblers who were arrested in a house at Station Street, Yau-mat, were prosecuted by Inspector Moffat before Mr. J. H. Kemp at the Police Court on Saturday. The offence was proved and the two keepers of the game were fined \$500 each, and the remainder of the players \$33 each.

An order made by the Governor-in-Council under the provisions of the Post Office Ordinance, 1900, states that on and after September 1st, 1908, the rate of postage on parcels to Germany via Naples will be 60 cents on each parcel in addition to the postage payable if sent via Gibraltar.

A native newspaper published in Hankow has been suspended by order of the Hukwang Viceroy, for having reproduced certain articles written by K'ang Ya-wai and Liang Chi-ch'ao.

The recognition of the Foochow dockyard is under consideration by the Government at Peking. Apparently proposals have been made for its enlargement and equipment with improved machinery. It has been decided to send men to visit dockyards abroad and to make recommendations.

Wen Hai, Sub-Chancellor of the Grand Secretariat, who was recently censured for attempting to deceive by signing a declaration that he was not addicted to the opium-smoking habit, while he was really a habitual smoker, died on the 11th instant through unsuccessful efforts to break off the habit.

The Rev. K. Kondratsky, Russian priest, died of cholera at Hankow on the 11th inst. He was taken to Dr. Ross's hospital at 7 a.m. but never rallied, and died at 11 a.m. The deceased was sixty years of age and had been in Hankow five years. He was formerly at D'ny. Over three thousand people have died of cholera at Wuchang within the past half month.

We regret to record the death which took place on the 17th inst. at Hankow of heart failure, Mr. J. Thyeen, head of Messrs. Malchers and Co's office at Hankow. The deceased was well-known and highly respected by all classes of business men in the treaty ports and his familiar figure will be missed by many residents in China.

Sharks are stated to be unusually abundant this year all along the coast between Tsingtao and Cleeve. The German gunboat "Luchs" saw several hammer-headed sharks sporting around its sides recently. The native fishermen caught two white sharks close to the Tsingtao wharves. The residents in Tsingtao have been notified not to go too far out to sea when bathing. Sharks have also been found in Hecoo harbour.

Four of the crew of the s.s. "Chihli" were charged before Mr. J. H. Kemp at the Magistracy on Saturday with being in unlawful possession of 380 taels of prepared opium. The opium was found in a cabin occupied by the defendant and six other sailors, but possession could not be proved. His Worship discharged the defendants and confiscated the opium. Three other members of the crew were found in possession of small quantities of opium. One man was fined \$15, and the other two \$10 each.

ANOTHER SNATCHING CASE.

There was some hard swearing before Mr. J. R. Wood at the Magistracy on Saturday when Shum Chang was charged by Inspector Robertson with snatching a gold ear pick from a Chinese woman. Complainant was proceeding along Des Vaux Road West in a ricksha when she was snatched by the defendant. The hood, removed the ear pick from the woman's head and ran away. His action, however, was observed by four persons, and two of them students, pursued him. When the thief found his pursuers gaining on him he climbed under a wharf, hoping to escape detection. But the students discovered him, and assisted by a ricksha coolie, succeeded in leading him on the top of the wharf and handing him over to the police. When Inspector Robertson took the charge against him the defendant said he was a diver, but he denied having made this statement in Court. He also swore that the evidence of the four who bore witness against him was untrue, and asked permission to call a witness on his behalf. This was granted and in police custody defendant was escorted to Queen's Road. There, he pointed out the man he wanted to call, and the latter was taken up to the Court. Defendant then told His Worship that the police had brought the wrong man, and asked permission to call someone else. When a second witness was called the police were again accused of supplying the wrong man, and Inspector Robertson informed the Court that defendant was only wasting "his" Worship's time. His Worship sentenced the defendant to six months' imprisonment with hard labour and two whippings of twelve strokes each.

"REVOLUTION IN SOUTH CHINA."

OBSERVATIONS BY A REVOLUTIONARY LEADER.

The following is a resume of the utterances made by Huang, now in Tokyo, one of the ringleaders of the Chinese revolutionists in South China, to a representative of the "Munich Daily," which throw some light upon the strength and plan of the revolutionists, says the "Japan Gazette."

UPRISING IN YUNNAN.
The revolutionists originally intended to start an uprising in Kwangtung and Kwangsi provinces, but were prevented from doing so on account of unsuitable circumstances. An uprising was therefore started in Yunnan province, as already reported by newspapers. It is the earnest intention of the revolutionists to occupy Kwangtung and Kwangsi provinces with a view to making the two provinces the basis of their operations in the future.

FAILURE IN UPRISING.
On April 29th this year the revolutionists successfully occupied the various strategic points in Yunnan province, but were finally defeated by the Government troops. There were three reasons for the failure on the part of the revolutionists. First: The fact that the French authorities prohibited the supply of cereals to the revolutionists from Annam, so that the revolutionists experienced great difficulty in procuring provisions. Secondly: The stock of arms and ammunition was scarce. Thirdly: The Commander of the revolutionists, whose number was counted at about 5,000, lacked knowledge of tactics, and he divided his whole into four weak sections.

FUTURE OPERATIONS.
In starting a revolution in South China there is an advantage on account of the great distance from the Central Government, but the leading members of the revolutionists are under the impression that there is a drawback in point of attaining the object in view. They are therefore determined to smother upon North China and to stir up the mind of the people in favour of the revolution in the future.

TELEGRAMS.

[REUTERS' SERVICE.]

TURKEY.

London, August 20th.

Austria has sent a favourable reply to the Russian communication regarding the Anglo-Russian reform scheme, and adds that Austria can only rejoice if the new regime secures all Turkish subjects equal rights.

London, August 21st.

The Porte has decided to engage a British adviser to reorganise the Turkish Navy, and a French adviser of Finance.

EGYPT.

London, August 20th.

A "Young Egyptian" movement has arisen in Egypt where several Arabic newspapers are urging the Sultan to advise the Khedive to grant a constitution.

HOLLAND AND VENEZUELA.

London, August 20th.

Queen Wilhelmina is averse to war, and hopes that everything will be done to settle the dispute with Venezuela peacefully. Nevertheless the Dutch naval yards are working day and night.

OLD AGE PENSIONS.

London, August 21st.

Mr. Lloyd-George who is in Berlin has paid a visit to the German Minister of the Interior. He intends enquiring into the German system of old age pensions.

MACEDONIA.

London, August 21st.

The Times St. Petersburg correspondent reports that Baron von Aehrenthal, Austrian Minister of Foreign Affairs, has notified Mr. Tawolsky, Russian Minister of Foreign Affairs, of his intention to give Austrian Gendarmes officers in Macedonia prolonged furlough, on the ground that their presence may evoke untoward incidents, the "Young Turks" greatly resenting foreign interference.

BRITISH POLITICS.

London, August 21st.

Mr. Asquith who returned to London from Scotland yesterday, had an hour's conference with Sir Edward Grey thereby provoking unnumbered surmises.

It is semi-officially stated that the conference was arranged prior to the Cronberg meeting, and that it is not connected therewith. It is conjectured that it may be related to the recent incursions of Mr. Lloyd-George and Mr. Churchill into Sir Edward Grey's domain.

"THE MARRIED CLUB."

The wives of ten officers of the American battleship fleet, including the Captain of the New Jersey, Georgia and Nebraska, together with two daughters of Captain Sutherland of the New Jersey, arrived at Yokohama on August 9 to await the arrival of their husbands. From Yokohama they will proceed to Manila by the P. M. S. Korea, which is due to sail on October 24, the date of the departure from Yokohama of the Fleet. The party is known as "The Married Club," and it is the club's intention to visit the various ports at which the Fleet touches.

LADY "CHAIRMAN."

During a meeting of the Lambeth Board of Guardians, Mr. Walter Hobbs proposed that as many ladies now presided at committee meetings they should be described by some more accurate designation, than that of "chairman." It he passed on a meeting he would object to being described as a woman; and it was only to call a woman a man just because she presided. He thought the ladies might be designated "Presiding Guardians."

Allerman Howlett: Why not Guardian Angels? (Laughter.)
Mr. Dunkin (vice-chairman) seconded the suggestion, which was rejected.
Even the six lady members of the board declined to support it as ladies who preside will continue to be called "Chairman."

THE SIAMESE TORPEDO BOAT FLOTILLA.

ARRIVAL IN HONGKONG.

The torpedo boats from Japan for the Siamese Navy arrived in Bangkok on the 10th instant.

The Japanese ship which accompanied the vessels from Japan remained at Kolschong. The flotilla as it came up river, says the "Bangkok Times" excited much curiosity, and many people assembled on the open parts along the river front to view the ships. The destroyer led the way and caused some excitement owing to an accident to her stern steering gear when some distance from her mooring. The boats arrived at the Royal landing about eleven o'clock. Rear Admiral Phya Raj Songkharan, Inspector-General of the Bangkok Naval Station being on board the destroyer. Engr. Capt. Phya Vicharn, director of workshops and Inspector of Electricity, was also on board. As soon as the destroyer was moored Mr. E. Tanabe, Japanese Chargé d'Affaires, went on board, with other members of the Legation staff.

The flotilla has been brought from Japan under the command of Captain Koda of the Japanese Navy, who had nine officers under him also from the Navy or Naval Reserve. The boats after their long journey will need a certain amount of attention, and the Japanese officers and crews will probably remain in Bangkok two weeks before the ships are taken over by the Siamese Navy.

HONGKONG AND SHANGHAI BANKING CORPORATION.

The half-yearly general meeting of shareholders in the above corporation was held on Saturday, at the City Hall, Mr. E. Shellim presided and the others present were Hon. Mr. H. W. Slade, Hon. Mr. W. J. Gresson, Messrs. E. G. Barrett, G. C. H. Broderick, G. Friedman, C. S. Gabbay, W. Helms, E. Shewan, H. B. Tomkins (directors), J. R. M. Smith (general manager), J. C. Potter (sub-manager), Hon. Mr. Murray Stewart, Messrs. J. F. Cox-Edwards, R. B. Hynd, C. E. Anton, W. Dunbar, C. Pemberton, J. W. C. Bonnar, E. S. Kadoorie, J. M. E. Machado, Wong Leung Him, A. F. Warrack, W. H. Potts, Dr. J. H. Sanders, Ellis Kadoorie, E. F. Mackay, A. V. Ahear, Ho Fook, Lo Cheng Shin, A. C. Hynes, F. H. Thomas, C. A. Ross, H. N. Mody, H. Percy Smith, W. E. Clarke, Lam Pan Chul, J. Barton, E. H. Hinds, E. H. Ray, and H. Humphreys.

The notice convening the meeting, having been read,
The CHAIRMAN said—Gentlemen, I need hardly say that it gives the Directors great pleasure to present the 86th ordinary half-yearly report which I have just read. The statement of assets and liabilities now before you exhibits an active and increasing business and the profit and loss account shows that we have had a satisfactory half year. I think I may count, with confidence, upon your approval of the proposed distribution, viz:—
A dividend of £2 per share to be paid;
\$5 lacs to be added to the Silver Reserve Fund;
\$2½ lacs to be written off Bank Premises account;
the balance of about \$20 lacs to be carried forward to the next half-year, or practically the amount brought in from the previous one.

In inviting you to compare the statement of assets and liabilities with that of the 31st December last I have the satisfaction of being able to point to a growth in the figures under nearly every heading. On the one side we see the large increase of \$300 lacs in current accounts and fixed deposits, gold and silver; together, and this addition to our operative funds is represented on the other side of the account by a like increase in the total of bills receivable, bills discounted, loans and credits, cash and bullion in hand and transit. The total assets of the Bank now amount to the large sum of 335 millions of dollars. The high price of money in Europe referred to at the last meeting by my predecessor in the chair is now a thing of the past and it has been succeeded by a period of financial ease and an accumulation of funds awaiting employment; this is accounted for to some extent by less money being required to finance our trade owing to the fall that has taken place in the price of most products, but is mainly due to a shrinkage of trade throughout the world. It therefore suited the Bank, towards the end of the half-year under review, to hold our bills in London until maturity instead of re-discounting them, and you will observe that the amount of bills rediscounted outstanding is considerably less than the figures shown in previous reports. Outstanding exchange purchases at the end of last half-year were based on the then high rates for money ruling in Europe and our accounts benefited accordingly by the heavy fall in the rate of home discounts. Money is also abundant in the chief business centres in China, more especially in Shanghai where the stock of specie is abnormally large. In Japan the Japanese Banks have for some time past adopted a conservative policy with regard to their advances and money there continues to command high rates. Several of the large manufacturing companies in that country have, however, lately been able to borrow money in Europe and America and this financial help to Japan's productive enterprise cannot fail to have beneficial effects not only on the trade but also on the general finances of the country. India is still suffering from the effects of bad crops and low prices, but nevertheless a considerable amount of Bar Silver was imported by the Bazaar during the half-year. These conditions brought about a very weak exchange market, and to prevent any heavy fall in rates the Indian Government decided to offer weekly for sale at 1s. 3½d per Rupee their Sterling demand drafts on London. Latest advice record a favourable monsoon over the greater part of the country and I trust the result will soon be apparent in a renewal of prosperity. For the first three months of this year the position of the silk market was in a very unsatisfactory condition and at one time a panic in the trade was feared. This was happily averted. In America an improvement in the demand has taken place and in Europe the new season has commenced under favourable auspices; stocks have been considerably reduced but remain sufficiently large to keep prices down to a level that should encourage consumption. In spite of the severe crisis of last season the total of the combined exports from China and Japan shows that the trade is one which is still on the increase. It is matter for regret that no indications are yet apparent that the Chinese Government are preparing to give effect to their expressed intention of reforming the national currency, and the confusion and disturbances to trade, caused by the excessive and uncontrolled coining of silver and copper subsidiary coins, continue. Further complications threaten to arise out of the issue of notes by various Chinese Banks throughout the Empire, but it is to be hoped that the Central Government will before long realize the necessity of taking steps to ensure that all such issues are supported by adequate and controlled reserves of uniform value. As regards prospects in the Far East, it was unfortunate that just when a long continuance of trade depression, due to local causes, might have been expected to change for the better the financial crisis occurred in America. This affected the European

money markets causing a contraction of credit, and proved to be the forerunner of the prevailing restriction of trade all over the world. Though as yet there are no clear signs of the long deferred reaction, still cheap money and diminishing stocks are factors which must sooner or later bring about a commercial revival and I think we may therefore continue to take a hopeful view of the future. Before moving the adoption of the report and accounts, as presented, I shall be pleased to answer, to the best of my ability, any questions you may put to the chair. (Applause.)

No questions being asked,
The CHAIRMAN proposed the adoption of the report and accounts.

Mr. C. E. ANTON said—It gives me much pleasure to second the adoption of the report and accounts, and in doing so, I feel justified in saying that shareholders will have received with very great satisfaction the statement of the six months' working, the more so, seeing that the period has been one of restricted trade in nearly all directions. The Directors and management have good cause to congratulate themselves on the result, and, as pointed out by the Chairman, it is very gratifying to notice the large increase in the figures under the various headings of the accounts presented. The general depression in the Far East has been very protracted and of a far reaching character but, although the end of it is not yet in sight, I think that in the natural course of events we may confidently look forward to a return of better times—perhaps at no very distant date—in which we may rest assured the Bank will participate by increased prosperity. That competition in all classes of business in the East has become very severe cannot be gainsaid, and I take it that in banking there is no exception, and for that and other reasons it seems to me the policy pursued of continuing to add to the Bank's reserves is a wise and prudent measure. (Applause.)

The motion was carried unanimously.
Mr. HENRY HUMPHREYS proposed that the appointment of Mr. C. S. Gabbay, Mr. E. G. Barrett, Mr. C. G. R. Broderick, the Honourable Mr. W. J. Gresson, and Mr. W. Helms as Directors be confirmed.

Mr. W. DUNBAR seconded, and the motion was agreed to.

The CHAIRMAN:—That is all the business, gentlemen. Thank you for your attendance. Dividend Warrants will be ready on Monday.

TYPHOON WARNING.

The telegram quoted below was received by the United States Consulate from the Manila Observatory at 12.20 on August 22nd.
"Cyclone or typhoon, South of Naha moving N. N. E."

NATIVE OPIUM.

CHINA'S EFFORTS TO CHECK CULTIVATION.

Viceroy T'ang Fung and Governor Cheng Ch'ai, the Peking correspondent of the "N. O. Daily News" states, have jointly reported to the Empress Dowager about the prohibition of the growth of native opium in Hsinchofu, Hualiafu and some other districts where the native drug is produced in large quantities every year. The memorialists announce that, as nearly two years have now elapsed since the issue of the anti-opium Edicts, and as nothing has been actually done, with the exception of the closure of the opium dens in Chinese territory, to show that the Chinese Government is really in earnest, they have issued stringent orders to the various magistrates throughout the Province of Kiangsu commanding them to prohibit the planting of any kind of native opium within their respective districts from the latter part of this year. In its place the fields are to grow corn, wheat or other cereals. All farmers have been instructed to destroy their opium seeds. If they have already planted seeds, they must dig them out of the ground and substitute for them corn or other cereals, otherwise they will be flogged and punished and their fields will be confiscated to the Government without the slightest mercy.

According to a memorial from Viceroy Chang Jea-chun, at Canton, similar stringent measures have been taken to restrict the cultivation of poppy in the Kiangsu Province, which produces the best native opium in China, commonly called Kiangsu or Canton opium. Recently Viceroy Hui Liang reported that the suppression of opium growing in Yunnan Province was proceeding apace, and added that this fact might be quoted to foreign countries interested in the opium trade as an indication that the Central Government in Peking has the co-operation of all the Provincial Governments in this important reform.

The action of these three Viceroys in suppressing the growth of native opium within their jurisdictions has met with the approval of the Peking Government, and instructions have been issued to the other Viceroys and Governors throughout the Empire advising them to exert themselves in following the good example set them by their colleagues in Kiangsu, Kwangtung and Yunnan. By such means opium will be suppressed before the expiry of the ten years fixed by the first anti-opium edict of September 1906.

TYPEWRITING INVENTION.

COMBINATION OF TELEPHONE AND PHONOGRAPH.

The day of the smart-looking stenographer in America is about done. A new invention has made them unnecessary (writes a Chicago correspondent). Typists will still be needed, but their employers will never see them. The machine which is responsible for the passing of the fair young woman is working in Chicago. It looks like a phonograph, but is a combination of telephone and phonograph. The office man wishing to dictate a letter now takes his telephone in hand, talks into it what he wants, and in a few minutes later the letter is on his desk ready for his signature. He never sees the nimble fingers that pounded it off on the typewriter.

The promoters are equipping many of the large buildings with the machine. They do not wish to employ a stenographer, furnishing the central office with a phonograph. The office man wishing to dictate a letter now takes his telephone in hand, talks into it what he wants, and in a few minutes later the letter is on his desk ready for his signature. He never sees the nimble fingers that pounded it off on the typewriter.

RANDOM REFLECTIONS

What's this I hear? That proposals are being made to give members of the sanitary staff passages when going home on holiday. I thought the Government had noted very fairly towards them in listening to their cry of woe and giving them greater pay of salary, and added to that they have taken over the Widows' and Orphans' Fund and guaranteed greater benefits. Now, if it is sought to bestow additional favours on them and pay their passages home on holiday. It looks as if it is impossible to satisfy some of our civil servants, whose wants increase the more they are met. I fancy there is little prospect of this arrangement being carried through for some little time to come. The financial problems of the local Chancellor of the Exchequer are already too numerous to warrant the Colony being saddled with another little item of expense.

Mr. Hooper, I am surprised! You were the last man I would have expected to see before the Magistrate under the New Buildings Ordinance. And you are the very first! I dare say explanations will follow in due course, but at present it looks as if the Building Authority is not without a sense of humour. But that is a risk which jokers take. You can never tell when your little effort will return like a boomerang.

The days when Solomon's wisdom is dispensed from the bench are not over. This week the public must have been delighted to notice that the gentleman who presides over the Second Court at the Magistrate's was confronted with a problem which called for a little thought. Should the prisoner accused of stealing a cat be convicted or discharged? It did not seem to matter whether he was guilty or not. Then a brilliant thought entered the magisterial exchequer. "Will the prisoner return the cat to the owner if he is discharged," asked his Worship, and the prisoner, too pleased to show his amazement, declared that he would, notwithstanding that he would thereby lose, on his own statement, the six cents which he had paid for the cat. The decision may have been a wise one. I cannot dispute it, but it looks as if Mr. Wood was more inclined to show a little misplaced sympathy with the prisoner than to remember the claims of the prosecutor.

Has it ever occurred to you to inquire into the significance of the word "present" which we so frequently employed in addressing business communications in the East. The subject has attracted some attention in Shanghai, where a correspondent suggests that its use be dropped, and the name of the town or city substituted. It seems to me that the practice is more American than English or Eastern in origin, and that "present" sanctions its use, particularly on letters delivered by messenger and not through the Post Office. A griffin might also ask questions about the habit of system which does not obtain anywhere else but in the Orient. I have not studied the matter but it appeared to me such an obvious measure to check untrustworthy messengers that I never inquired into its origin. Perhaps some of my readers have different ideas on the subject.

It is a trite observation that one must go abroad to hear news of Home, but as another illustration of the fact I may quote a Japanese paper which chronicles the arrival in that country of a Mr. Goodwin, "who claims to possess a harmless and certain cure of the opium habit." This Mr. Goodwin is reported to have given lectures to several thousand Chinese at Hongkong, and to have successfully treated a number of natives. It is strange that the Hongkong newspapers have been absolutely silent about Mr. Goodwin. I should not imagine from the notices in the Japanese papers that Mr. Goodwin is one of those philanthropic beings who love to do good by stealth. If he is, he must be blushing to find it fame. Personally I have never heard anything about Mr. Goodwin's lectures or cures in Hongkong. Has anybody else?

The boycott of Japanese goods continues unabated here in Hongkong apparently, for in Chinatown he who is able to read the Chinese ideographs may see in many of the shops notices to the effect that "Japanese goods are not ready," or that they are "out of stock." But in Japan there appear to be indications that the boycott is gradually subsiding, for business inquiries it is stated, have recently been coming forward from South China, especially in the marine produce market.

A correspondent who wishes me to secure an improvement in the sanitary arrangements on board the Macao steamers evidently believes in the power of the Press. I am not aware of the conditions which he depicts, but I am sure the Hongkong, Canton, and Macao Steamboat Company will do their best towards removing the subject of the complaint as they are naturally anxious to popularise the steamers on the Macao run. Captain Clarke will doubtless take the matter in hand.

Following upon the publication of last week's notes which included a paragraph having reference to—I may say the unintentional discourtesy shown to His Excellency the Governor, the Peak Tramway Company very promptly notified that they were taking steps to prevent a repetition of the occurrence. A notice is now posted in the cars to the effect that the two front seats are reserved for His Excellency the Governor when travelling. As I have said, the discourtesy was doubtless unintentional, and now that the particular seats which are reserved for the Governor's use when travelling are specified there can be no excuse for a repetition of the occurrence.

RODGER RANDOLPH.

LOCAL SPORT.

LAWN BOWLS.

The return match between the Police Recreation Club and the Civil Service Club was played at the Happy Valley on Saturday afternoon and resulted in another win for the Civil Service by a few points less than at their previous meeting. Four rinks were engaged and 21 heads were played. The police started off well and it looked as if they were going to run away with the match but the home men studied to the game and drew ahead. P. C. McLennan's quartette was the only one to win for the visitors, but Inspector Ritchie's team were unfortunate in not having a win to their credit, as at the last head they had by one and lay the shot until the opposing skip scattered their woods and snatched five points. Kelly's rink had the biggest margin, viz., 10 points. The scores are:—

Police.	Civil Service.
P. C. McLennan (skip)	C. Parker (skip)
W. M. H. Hill	R. Fenton
W. M. H. Hill	A. M. Thornhill
W. M. H. Hill	F. C. McLennan (skip)
W. M. H. Hill	P. R. Adams
W. M. H. Hill	A. G. Pyle
W. M. H. Hill	C. Ford
W. M. H. Hill	W. R. Kelly (skip)
W. M. H. Hill	K. Hudson
W. M. H. Hill	R. Duncanson
W. M. H. Hill	I. A. Whelan (skip)
W. M. H. Hill	W. H. Wootley
W. M. H. Hill	E. W. Dawson
W. M. H. Hill	M. McIver
W. M. H. Hill	L. E. Brett (skip)

After the match the skips played a game of seven heads which the police won easily by nine shots to two.

BOXING.

Another boxing tournament has been arranged to take place in the City Hall on September 5th, and indications point to a successful evening's sport. The main event of 20 two minute rounds is between Roberts of the Naval Yard, well known for his bull dog courage and hardihood, and Simms, the skilful and sturdy coloured fighter of the U. S. S. "Wilmington." Another good bout should be the 10 two minute rounds between "Shortie" McKenna of the "Wilmington" and Nelson of the Middlesex Regiment. This event is for a \$100 purse and a side bet, and both men have previously given a good account of themselves. Another contest will be between "Polly" Perkins and Anderson, both of the Middlesex Regiment. They fight each other for 10 two minute rounds.

WATER POLO.

It is expected that the final in the Water Polo Shield Competition, between the V.B.C. and the Corinthian Yacht Club, will take place sometime this week. Both teams are in good form for the meet, and judging by the last game between them, the coming match is certain to be fast and exciting one. The league table now stands:—

V.B.C.	Corinthian Yacht Club	Played	Won	Lost	Drawn	Goals For	Goals Against
V.B.C.	Corinthian Yacht Club	7	6	0	1	13	13
C.Y.C.	V.B.C.	7	2	2	3	13	13
Royal Engineers	V.B.C.	7	2	2	3	13	13
S.H.C.Y.C.	V.B.C.	7	2	2	3	13	13
H.K.Y.C.	V.B.C.	7	2	2	3	13	13
H.M.S. "Tamar"	V.B.C.	7	2	2	3	13	13
88th Coy. B.G.A.	V.B.C.	7	2	2	3	13	13
88th Coy. B.G.A.	V.B.C.	7	2	2	3	13	13

KOWLOON BOWLING CLUB.

The fixtures of the Kowloon Bowling Club for the second half year are as under:—
August 29: Tennis: Match versus K.C.C. Home.
September 5: Bowls: Match versus Police Recreation Club. Away.
September 12: Bowls: Match versus K.C.C. Home.
September 19: Bowls: Spoon Competition. K.C.C. Away.
October 3: Bowls: Match Presidents versus Vice Presidents, and At Home.
October 10: Cricket: Match versus K.C.C. Away.
October 17: Bowls: Match Married versus Single.
October 24: Bowls: Match, Under 12 stone versus Over 12 stone.
October 31: Bowls: Scotchmen versus The Rest.
November 7: Tennis: Ladies Doubles, Spoon Competition and Open Air Concert.
November 14: Bowls: Spoon Competition.
November 21: Tennis: Gentlemen's Doubles, Spoon Competition.
November 28: Bowls: Docks versus The Rest.

CRICKET AT SHANGHAI.

TAIKOO W. WAYFOONG.

The representatives of the Hongkong and Shanghai Banking Corporation and of Messrs. Butterfield and Swire met in a cricket match on the Shanghai Cricket Ground on Saturday the 19th inst., but the latter team, the N.C. Daily News reports, proved much too strong for their opponents and won by the substantial margin of 138 runs. The batting of H. M. Webb, G. A. Chadwick, C. F. Shackleton and H. Griffin, and the bowling of Griffin and Webb were the outstanding features of the game. Butterfield and Swire's men took the wickets first, and runs came very freely from the outset, Chadwick getting 12 off Griffin's first over and 14 off his second, while Webb collected eleven from Owen's second over. Their Grayburn was taken off but the change in the attack did not very materially lessen the rate of scoring. The opening partnership compiled 62 runs, before Chadwick was dismissed and Shackleton joined Webb. The rate of scoring continued fast and 44 runs were added before Shackleton left, the total being 108 for two wickets. Webb continued to play attractive cricket and remained at the wickets during the greater part of the innings, being sent back when he had totalled 95 off his own bat. His score comprised fourteen boundaries, four 3's six 2's and fifteen

singles. Webb is a new-comer to Shanghai and should prove an acquisition to local cricket. Though the bowling was weak his innings was a meritorious one. Chadwick's 35 included half-a-dozen boundaries and Shackleton's 26 included three boundaries. Griffin's 13 was the only other double figure score, the innings closing for 138. The Bank representatives made a very poor showing against the trundling of Webb and Griffin and the innings closed for 58 runs, D. Brand's 25 being the only double figure score. Webb bowled 5 overs, and captured 4 wickets for 14 runs, and Griffin's 3.2 overs were responsible for the downfall of 6 wickets for 31 runs.

THREE NEW BATTLESHIPS.

WILL THEY GO TO BRAZIL? The three great Brazilian battleships of the Dreadnought class which are now being built in England will, without doubt, never leave British waters unless they fly the British flag. In other words driven by naval necessity, the Government will purchase them from Brazil.

This statement is made by the London "Express" on good authority, and the journal adds that Germany and Japan had also been regarded as possible purchasers. In fact, there has been much speculation as to whether they were being built for Brazil at all, for no one has been able to understand what a Power like Brazil, which assumes a comparatively insignificant position among the nations of the world, should want with three great vessels that are the equals to our own St. Vincent class now in course of construction.

An "official denial" may now be expected from the Admiralty, and we desire to add, says the "Express," that no definite purchase has been made so that this denial would differ from the ordinary "official denial," which is usually confirmed, but it may be taken for granted that neither Germany nor Japan will have them, and if they are sold at all, which is beyond doubt, they will become the property of the British Government, which will thus be enabled to maintain the naval supremacy now in jeopardy.

It may be mentioned that a similar situation existed in 1903, when Chili had built in this country two large battleships. Other Powers were reported to be making bids for them, but the British Government stepped in and purchased them through the agency of Messrs. Antony Gibbs and Sons. They are now the Swiftsure and the Triumph in the British Navy.

SHARE REPORT.

Messrs. Erich Georg & Co. say in their weekly share list dated Hongkong 23rd August, 1908:—A moderate business only has been done during the week under review in a variety of stocks, but the transactions have mostly been small and the market hardly presents any new features of importance. The sterling demand rate of exchange on London closes at 1s. 9d., while rates on Shanghai are 1s. 7s for a Bank T/T, and 1s. 7s for a three days' sight Private Bill, the rate in Shanghai on this for a three days' sight Private Bill being 1s. 7d. Bar silver in London is quoted 23/16d., and Consols 88 1/2. The Bank of England rate of discount remains 3 per cent, while the private rate of discount is 1 1/2 per cent.

MAINE INSURANCE SHARES.—Unions sold at 74s and 75s, but more are offering at 75s. In other stocks under this heading nothing has transpired and rates are unchanged.

FINANCIAL SHARES.—Hongkong & Shanghai Bank Shares sold at 82 1/2, closing at 82 1/2. The bank has been offered at 82 1/2, and a few are wanted at 82, with probable sellers at 82 1/2.

SHIPPING SHARES.—Hongkong, Canton and Amoy Steamboat Shares sold at 27 1/2, closing at 27 1/2. Indo-China has weakened further, and there are probable sellers at 25 1/2 (preference and deferred shares combined), Shanghai and London rates are unchanged. China and Amoy, as well as Douglases, are unchanged. Old Star Ferries have sold at 23, perhaps a little lower than the new issue sold, and is wanted at 21 1/2. Shell Transporters have buyers at 45s. 6d., the London rate is 44s. 3d. Union Waterworks are offering at 101.

REVENUE.—Without sales and unchanged. MINING SHARES.—Charbonnages are unchanged. Reunis sold at 77 and 77 1/2, closing steady at latter figure. Chinese Engineering and Mining Company Shares are wanted at 15s. 15d. DOCKS, HARBOUR, GODOWNS, &c.—Hongkong and Wharves Docks are negotiated at 103s. and Geo. Penwith's as well as Amoy Docks are unchanged. Shanghai Docks have improved in the north to 15s. 8d. Hongkong and Kowloon Wharf and Godown Company's shares have been taken off the market in fair quantities at 45s. and more shares are wanted. Shanghai and Hongkong Wharves, after dropping in the north to 15s. 8d. now dividend, have suddenly advanced again to 15s. 16 1/2 per share, or the interim dividend of 1s. 4 per share, paid on 18th inst.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands changed hands at 24s. and West points at 46s. Other stocks under this heading have not been dealt in and quotations are unchanged.

COTTON MILLS.—No change to report in Shanghai Mills. Hongkong Cotton sold at 31 1/2. SUNDAY MANUFACTURING COMPANIES.—Dairy Farms changed hands and were wanted at 18 1/2. Green Island Cement sold at 81 1/2, closing steady. Hongkong Ice is quiet but steady at 25 1/2. Ropes sold at 24. United Asbestos Company's shares are wanted at 21 1/2 for stocks ordinary and 25 1/2 for founders' shares. Other stocks under this heading are unchanged and without sales.

MISCELLANEOUS.—China Providents have been done at 92s. and more shares could be placed. Langkate are quoted in Shanghai 15s. 15s. Wm. Powells sold at 84. Other stocks under this heading are unchanged and without transactions.

How to BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Crema Chamois, Lait Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents 622

COMMERCIAL NEWS.

THE YARN MARKET.

Mr. P. Eduljee of Hongkong in his report dated 23rd August, states:—Quietness has been the prevailing feature of the post fortnight, and only a small business is reported. Yarn, however, have been well maintained, and in special cases of favourite spinnings a small appreciation in value is observable. Best spinnings are in short supply, and one or two favourite chaps would be taken at an advance on present prices; medium and common form the bulk of present trade, and quotations are more or less irregular. The demand has been general and almost all counts have been dealt in, but No. 10s and 20s have, as usual, attracted most attention and comprise nearly three-fourths of the total settlements. For the last few days business is at a complete standstill, but the market generally may be said to close firm with a tendency to higher prices. Bombay is reported strong. Sales of the fortnight aggregate 3,407 bales, comprising 14,700 and sold but undressed bales in second hands at 31,000 bales. Local Manufacture.—No business is reported. Japanese Yarn.—There is no change in the continued quietness of these threads. Raw Cotton.—Very little demand has been experienced and receipts are very small. There is no stock of China Cotton on the market, and out of 135 bales of superfine Bengals on offer only 35 bales have changed hands at 24 1/2 pence showing a decline of 2 pence to 22 1/2 pence. Quotations are 22 1/2 to 23 India and 22 to 23 1/2 China. Exchange on India has steadily declined since last mail and closes weak to-day at Rs. 13 1/2 for T/T and Rs. 13 1/2 for Post. On Shanghai 75 and on Japan 86 1/2. The undernoted business in imported and local spinnings is reported from Shanghai during the week ended 8th inst., viz.—Indian.—Business effected has been very small owing to the firmness of holders concerned in despatching stocks and the recent trouble with the mills in Bombay. Total sales have been 1,250 bales at hardening prices, with an estimated stock of 32,000 bales. Japanese.—Holders firm and holding out for higher prices. Market strong, stocks small. Total sales about 1,000 bales on the basis of T/T 90 to 97 1/2 for No. 16s. and T/T 101 to 104 for No. 20. Local.—In good enquiry, but supplies from first hands are not available.

HONGKONG FREIGHT MARKET.

The freight market continues dull with only a limited demand for tonnage. From Saigon to Hongkong, 9 cents last and no further demand; to Philippines, 24 cents has been paid for a small parcel of 25,000 piculs; to North Coast Java, 22 cents. To Singapore, 11 cents, no demand. From North Coast Java to Hongkong, 20 cents and 24 cents has been paid. From India to Yangtze, several charters put through, particulars as below. From Bangkok to this, 19 1/2 cents berth terms, but no inquiry for outside boats Newchwang to Canton, no fixtures reported, the local beam market being very dull. Coal freights are weak. From South Japan Coal port to Hongkong, \$1.30 per ton last; to Canton, \$1.50. Hainan to Canton, \$1.60 last. The following are the current rates:—"Reider"—Norwegian steamer, 2,276 tons, Moji to Hongkong, \$1.30 per ton. "Tingnan"—British steamer, 1,045 tons, Moji to Swatow, \$1.55 per ton. "Quarta"—German steamer, 1,148 tons, Moji to Amoy, \$1.80 per ton. "Fid"—Norwegian steamer, 859 tons, Labuan to Saigon, \$1.75 per ton. "Santander"—Norwegian steamer, 994 tons, Quindao to Manila (cattle), \$5.00 lump sum. "Holstein"—German steamer, 1,108 tons, Moji to Ningpo and Chinkiang (\$10.00), 25 cents per picul. "Nord"—Norwegian steamer, 730 tons, Moji to Chinkiang and Shanghai, \$6.25 lump sum. "Michael"—German steamer, 951 tons, 3 ports North Coast Java to Hongkong, 20 cents per picul. "Quarta"—German steamer, 887 tons, 8 ports North Coast Java to Hongkong, 24 cents per picul. "Holstein"—German steamer, 1,108 tons, Saigon to Moji (24/00), 24 cents per picul. "Standard"—Norwegian steamer, 84 tons, Saigon to Singapore, \$3.65 S.C. lump sum. An Indo-China S. Nav. Co.'s steamer, Saigon to 1/2 ports North Coast Java, 22/24 cents per picul. An Indo-China S. Nav. Co.'s steamer, Saigon to 1/2 ports North Coast Java, 22/24 cents per picul. "Shinchiha Maru"—Japanese steamer, 1,238 tons, Saigon to 1 port North Coast Java (\$4,000), 21 cents per picul. "Phuamphak"—British steamer, 1,065 tons, Saigon to Hongkong, 9 cents per picul. "Taisan"—British steamer, 1,123 tons, Saigon to Hongkong, 9 cents per picul.

SHANGHAI TRADE.

Messrs. R. & C. Market Report says:—There is very little change to report in the market generally; new business is being done with the producing markets on a very small scale, as Chinese apparently believe that we are on the eve of a further decline, owing to the prospects of a large new cotton crop, whilst producers are of opinion that any probable fall has already been discounted; their quotations not only leave no margin for profit but in many cases are below the cost of production. The recent fall in Exchange here has had no influence on currency prices, and as local values are in the great majority of cases a long way below replacing cost, we ought to see a considerable curtailment of supplies throughout the autumn. The future however depends more on demand than supply; this has been the case for some time past, and unfortunately demand has not come up to expectations; the waiting game has paid Chinese buyers in the interior, however, and native dealers; the only hope of stimulating demand is to bring about a prospect of scarcity, but as long as free supplies are brought forward it is only natural for the Chinese to wait until they can get them on their own terms. Crop prospects in India are reported to be encouraging; if they continue to be favourable, it is not probable that the first signs of revival may come from there. The local crops are excellent, but a great deal depends on the weather, when cotton picking begins about the end of the month; the damage by the wet weather at the beginning of the season has been made good by the fine summer, and Chinese are hopeful of a plentiful harvest. Demand for goods has been dull, but it is probable that more activity may be seen as the hot weather draws to a close. There has been more doing in Drills, for which trade Japanese have been actively competing.

LATEST STEAMER MOVEMENTS.

The C. & M. str. *Rubi* left Manila on the 22nd inst. and is due here to-day at 6 p.m. The D. & A. str. *Attaman* from Sydney, &c., left Port Darwin on the 20th inst. for Manila and this port. The C.P.E. str. *Empress* of Japan arrived Nagasaki at 6.30 a.m. on Saturday, the 22nd inst., and left again at 4 p.m. same day for Shanghai, where she is due to arrive at 9 a.m. to-day.

THE FAMOUS D.C.L. GINS.

"OLD TOM" AND "DRY"

UNEXCELLED IN QUALITY.

PRICE PER DOZEN \$8.00

SOLE AGENTS—

H. PRICE & CO., LTD.

TELEPHONE No. 135. WINE, SPIRIT & CIGAR MERCHANTS, 12, QUEEN'S ROAD CENTRAL.

THE FUTURE OF THE MARINE MOTOR.

A Correspondent writes as follows to The Times:—

It may be remembered that some weeks ago attention was directed to the columns of The Times to two examples of a kind unhappily set to commonly seen in this country of the employment of the internal combustion engine for aquatic purposes. That famous yachtsman Lord Darnley, it was mentioned, had caused a little 7 h.p. motor to be fitted into a roomy fishing yacht, having a beam measurement of 12ft., and the little engine had proved capable of urging this substantial craft along at the satisfactory speed of five miles an hour; and a member of the Lower House, by substituting a 100 h.p. marine motor weighing but 224 lbs. for steam apparatus weighing 54 tons, or as nearly as might be five times as much, in what used to be his steam yacht, had lost nothing in point of capability for speed, and had gained a great deal. What he had gained was fairly obvious. It was so many cubic feet of space, to be occupied as might suit his necessities or please his fancy, and, far more important, the possibility of keeping his vessel permanently in that state of perfect cleanliness which, at best only by temporary and fleeting in a vessel propelled by steam generated by coal-fed fires. It would be a pleasure to write either that these were two cases out of many of a similar character, or that they were illustrations of a wholesome tendency in motor-boat building; but indulgence cannot be given to that pleasure except at the cost of a sad sacrifice of truth. Marine motoring has not taken this desirable direction to any noteworthy extent in this country. We hear and see little of the application of the motor engine for auxiliary purposes in seagoing vessels—uses for which it is eminently well suited—and it has to be admitted with reluctance that our American friends, a long way behind us in designing and producing petrol-driven cars for use on the roads, are just as far ahead of us in the rational application of the motor engine to marine purposes.

A phenomenon of this character must needs have its causes; and it is neither necessary in this case to give all the credit to the credit and energy of our American friends, nor fair to assign all the blame to that national tardiness of apprehension which a good many of us affect to perceive in the British race, while we are convinced at heart all the time that it is as progressive and practical a race as the world can show. Environment is part of the cause. Years ago I sat next to an American motorist during a dinner held, in true English style, in order that English motorists might absorb English roads; and at the end of a three days' denunciation of most of the highway authorities in the United Kingdom, my neighbour whispered, "If we had your roads in the United States we should think we were in Paradise." It occurs to me now that part of the explanation of the inferior quality of many of the petrol cars of America may be found in the infamous character of the average American road. In like manner the fact that America has launched waters in abundance and of large area, while we have few waters of the kind, and those insignificant in point of area, may go some way to account for the more rational and extensive development of marine motoring on American than on British waters. Of a surety I will not say that the average of enterprises or of shrewdness is really higher amongst American builders than amongst English, and for this flat refusal to sufficient reasons may be given—the first that it could not be advanced by wit, shrewdness, or second that others may with perfect be left to bring it forward. Environment, opportunities—these have much to do in this matter, as in many others; but they do not suffice to explain the whole problem, to answer the question why our British builders have been content so far and for the most part, to devote their energies to the production of motor-boats and motor-yachts, so-called, which are very fast, very small, very unseaworthy, little likely to be demanded in large numbers, and to neglect the many more practical uses to which the marine motor engine is obviously suited.

The truth is that it is not altogether just—indeed, it may be entirely unjust—to blame the boat-builders in this matter. If we look at the names of those who produce motor-driven vessels in this country, with but a little knowledge of the antecedents, in business only, of the persons whom those names represent, they are found to be fitted with motor-engines, and he will find the builders ready and able to meet his wishes. He can have heavy oil or petrol at his pleasure. The former is liable to "creep," to saturate the whole frame of the vessel in time, making her noisome and dangerous; the latter, of course, needs exceptional care in storing; but that care can be taken, and the means of preventing "creeping" have yet to be discovered. Assuredly no means would have no cause to repeat his enterprise. Without smoke, without fire, without the thoughtfully furnished, with an engine of dimensions so small as to be hardly noticeable, he would have available at will as much power as any sensible navigator could desire; and his folding propeller would not interfere with sailing. But manifestly it is not reasonable to expect the builder to produce such vessels until they are ordered, and it is plain to demonstration that, if they were ordered, there is no doubt that they could be produced with signal success and in quite remarkable perfection. *Admiral's yacht*, that which applies to the possibilities of the motor engine in relation to large pleasure vessels applies also to its possibilities in connection with mercantile vessels, large and small—with this difference, that in this latter case there is always the question of economy to consider. Upon that question a general form of useful opinion can be expressed by anybody. In its particular forms, separate cases would have their own answers, and in some cases it is probable the saving of space and weight from the use of an internal combustion engine instead of a steam-engine would cause the experiment to be profitable. But here, again, it is not reasonable to expect the builders to take the initiative.

SPECIAL BARGAINS

HIGH CLASS PIANOS

BROADWOOD. COLLARD. WERNER. RACHALS. HAARE. KRAUSS.

MAKERS OF REPUTE

WEAR GUARANTEED

WILL BE STORED UNTIL REQUIRED

CASH OR CREDIT

ROBINSON PIANO

Co., Ltd.

Hongkong, 13th July, 1908.

36

NOTICE.

Communications respecting advertisements, subscriptions, printing, binding, etc., should be addressed to the Manager, and should be accompanied by the cash or order for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent to before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Canton A.B.C., 4th Rd. 1st Fl.

P.O. Box, 88. Telephone No. 12.

NEW ADVERTISEMENTS

HONGKONG & SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half Year ending 30th June, 1908 at the Rate of TWO POUNDS STERLING per Share is Payable on and after MONDAY, the 24th day of August, at the Office of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Board of Directors,
J. B. SMITH,
Chief Manager.

Hongkong, 22nd August, 1908. 1214.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CENTRAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "DELHI."

Captain J. D. Andrews, R.N., carrying his Majesty's Mails, will be despatched from this port for Bombay, on SATURDAY, the 14th September at Noon, taking passengers and cargo for the above port, in connection with the Company, as "Mongolia," 10,000 tons, from Colombo passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable cargo for France in Tea or London (under arrangement) will be transhipped at Colombo; the mail steamer, proceeding to Marseilles, will London, other cargo for London, etc., will be conveyed from Bombay to London, etc., by "Egypt," due in London on the 17th October, 1908.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
F. J. ABBOTT,
Acting Superintendent.

Hongkong, 24th August, 1908. 1

WANTED.

ENGINEER-DRAUGHTSMAN (British) one with some knowledge of Electrical Work preferred.

Apply—
Care of "Daily Press" Office.
Hongkong, 18th August, 1908. 1189

WANTED.

A YOUNG BOOKKEEPER, with thorough knowledge of General Office Routine.

Apply to—
DEACON, LOOKER & DEACON.
Hongkong, 18th August, 1908. 1189

NAVY CONTRACT.

TENDERS are invited for the SUPPLY of UPHOLSTERY WORK for One Year from the 1st September, 1908, to H.M. NAVAL YARD, Hongkong.

Forms of TENDERS can be obtained on Application to the NAVAL STORE OFFICER, H.M. NAVAL YARD, and should be returned not later than NOON the 26th August, 1908.

A deposit of One Hundred Dollars (\$100) will be required when applying for Tender Forms. This will be returned if the Tender be declined. The lowest or any Tender not necessarily accepted, and the right is reserved of accepting any portion of a Tender.

Hongkong, 21st August, 1908. 1207

THE STATE FIRE INSURANCE CO., LIMITED.

AS we find the Advertisement over the Signature of Messrs. CAU, BASTO & Co. appearing in the "DAILY PRESS" from the 1st June, stating they had been appointed Agents for the above Company, is somewhat misleading to our present Policy Holders and the Public, we beg to state that we are the ONLY AUTHORIZED AGENTS for THE STATE FIRE INSURANCE COMPANY, LIMITED in this Colony.

All applications for New Policies, Renewals or Endorsements should therefore be made as usual to the undersigned.

W. G. HUMPHREYS & Co.,
Agents for the
STATE FIRE INSURANCE COMPANY, LIMITED.
Hongkong, 17th August, 1908. 1190

REMOVAL NOTICE.

WE beg to inform our numerous Customers and the General Public that we have REMOVED our business premises to
No. 14, QUEEN'S ROAD CENTRAL,
Corner of Ze'land Street, where we hope the same patronage will be extended to us as in the past.

HOOSAIN-ALI & Co.
Hongkong, 27th July, 1908. 651

NOTICE OF REMOVAL.

THE Undersigned beg to notify their Customers and the General Public that they have REMOVED to No. 27, DES VŒUX ROAD CENTRAL, opposite the P. & O. Co.'s Office.

A new variety of ARTISTIC PICTORIAL POST CARDS, ASIATIC and FOREIGN POSTAGE STAMPS and all Philatelic Goods are now exhibited at their Show-Room, and a Great Assortment of MANILLA CIGARS and CIGARETTES, as well as NOVELTY ALBUMS, &c., &c., are for Sale at moderate prices.

GRACA & Co.,
27, Des Vœux Road,
Hongkong, 7th August, 1908. 1021

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions from W. B. M.D. PARR, Esq., to Sell by Public Auction,
TO-MORROW (TUESDAY) the 25th August, 1908, at 2 p.m., within his residence, "Dunrobin," Magazine Gap, THE WHOLE of HIS VALUABLE HOUSEHOLD FURNITURE, TREASURY CONTAINED,

SILK TAPESTRY COVERED DRAWING ROOM SUITE, a Quantity of CANTON CARVED BLACKWOOD CABINET, TABLES, SOFAS, CHAIRS, CURIO STANDS, KOREAN LAQUERED CABINETS, DINNER WAGON, GLASS, CROCKERY and E.P. WARE, OLD CHINA, ENGRAVINGS, &c., &c.

Also
One COTTAGE PLANT by M. F. Rehals & Co., Hamburg, (in good order and condition), and
One CLAY PIGEON TRAP and about a couple of dozen LAYING HENS.
Catalogues may be had on Application.
Terms—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 17th August, 1908. 1188

FOR SALE

CHINA EXPRESS CO.,
3 DUNDRELL STREET.

FOR SALE a Quantity of NETTING for TENNIS COURTS, etc., at less than half cost.
GOREZ-ANSCHUTZ FOCAL PLANE CAMERA, PHOTO-MATHEMATICA, DUMAS and CHEMICALS.
Hongkong, 8th August, 1908. 1050

FOR SALE.

LOT No. 62, British Concession, Property of the CANTON CONDIMENT HOUSE CO., is hereby advertised for Sale until the 10th of September next. Tenders to be sent to the SECRETARY.

L. ALBERT.
Canton, 10th August, 1908. 1170

FOR SALE.

FINE SITE on the Bowen Road, Ready for Building at Cheap Price.
PERCY SMITH & SETH,
Accountants & Auditors, &c.,
No. 5, Queen's Road Central.
Hongkong, 16th May, 1908. 853

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 355 at NORTH POINT. Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.
Also FOR SALE.
Portions of MARINE LOTS Nos. 81 & 35 on PRAYA EAST. Approximate AREA 43,000 SQUARE MT. 899 YEARS' LEASE.
For Particulars, apply—
GEO. FENWICK & Co., LTD.
Hongkong, 8th June, 1908. 184

INTIMATIONS

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS
"CLAREMONT,"
2 & 4, KENNEDY ROAD.
Hongkong, 9th February, 1907. 568

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.
83, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. 477

SIEN TING
SURGEON DENTIST,
No. 10, D'ARVILLE STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. 675

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Fig. Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. 660

NEW CARTRIDGES.

BY Popular English Manufacturers. In all Bores and Sizes.
SMOKELESS POWDER and CHILLED SHOT. From No. 10 to 888G at \$8.37 and 75.00 per 100 SPORTING REQUISITES and AIR GUNS in Variety.
Inspection invited.
W. M. SCHMIDT & CO.
Hongkong, 26th October, 1906. 729

A TACK & CO.

26, DES VŒUX ROAD, CENTRAL.

JUST LANDED
A Large Assortment of
CAMERAS and PAGET'S PAPERS,
&c., &c.,
Kindly Come and Inspect our New Stock.

DEVELOPING and PRINTING
UNDERTAKEN.
Hongkong, 7th August, 1908. 81

A LING & CO.,
19, QUEEN'S ROAD CENTRAL
(Next to Messrs. KUN & KONG).

FURNITURE and PHOTO GOODS
STORE.
Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.
Hongkong, 31st July, 1907. 730

PUBLIC COMPANIES

HONGKONG & WHARFPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of Shareholders will be held in the Office of the Company, Queen's Buildings, Connaught Road, THIS DAY (MONDAY), 24th August, at 12 o'clock, Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th August, both days inclusive.
By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 24th August, 1908. 1182

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this Day declared an INTERIM DIVIDEND for the half year ended 30th June, 1908, of FOUR DOLLARS per Share.

DIVIDEND WARRANTS may be obtained on Application at the Office of the Company on and after MONDAY, 24th instant. The TRANSFER BOOKS of the Company will be CLOSED from the 18th instant to 22nd instant, both days inclusive.
JARDINE, MATHESON & Co., LTD.,
General Managers.
Hongkong, 17th August, 1908. 1187

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Provisional Certificate No. 49/1002 dated Hongkong 23rd November, 1907, for Six Shares of this Bank numbered 83,801 to 83,806 inclusive registered in the name of Miss ELA DENON FIERE, has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 30th August, 1908, a New Certificate for the Shares will be issued, and the aforesaid Provisional Certificate No. 49/1002 will be therefor treated by this Corporation as Null and Void.

By Order of the Board of Directors,
J. B. SMITH,
Chief Manager.
Hongkong, 26th July 1908. 1135

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Certificate No. N/3, 1,000 dated Shanghai 18th July, 1906 for Two Shares of this Bank numbered 64,594 to 64,595 inclusive, registered at the Shanghai Branch in the name of CAROL HANNUY, has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 30th August, 1908, a New Certificate for the Shares will be issued, and the aforesaid Certificate No. N/3, 1,000 will be therefor treated by this Corporation as Null and Void.

By Order of the Board of Directors,
J. B. SMITH,
Chief Manager.
Hongkong, 30th July, 1908. 1138

TO LET

ONE OFFICE ROOM, Third Floor, New Praya 2, opposite Murray Place.
Apply to—
SCHULDT & CO.
Hongkong, 18th July, 1908. 1013

TO LET.

AT THE PEAK, Furnished or Unfurnished. One Large and One Small ROOM with Bath Room, Store Room and Servants' Room. Separate entrances.
Apply—
Care of "Daily Press Office."
Hongkong, 22nd August, 1908. 1210

TO LET.

4 and 5 ROOMED HOUSES in Kowloon at Moderate Rentals.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Hongkong, 15th August, 1908. 1018

TO LET.

DERRINGTON, Peak Road, below L.R.C. Tennis Courts. From 1st September a.c. The Property is also FOR SALE.
For Particulars apply to—
C. SCHROETER,
Care of GARDNER, BOSCH & Co.,
King's Buildings, 3rd Floor.
Hongkong, 8th August, 1908. 1164

TO LET.

NO. 31, SEYMOUR ROAD.
Nos. 71 and 75, CAINE ROAD.
Apply to—
SAM WANG CO., LTD.,
81, Queen's Road Central.
Hongkong, 18th August, 1908. 90

TO LET.

A HOUSE in KNOTSFORD TERRACE, KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st August, 1908. 1110

TO LET.

OFFICES in ALEXANDRA BUILDINGS.
Apply—
SECRETARY,
A. S. WATSON & Co., Limited.
Hongkong, 23rd April, 1907. 191

TO LET

TO LET.

FIRST FLOOR of No. 4, Queen's Road, Central, comprising Six Large Rooms and Outhouses suitable for business Premises or Dwellings, lately occupied by FRID. BORNEMANN.
Apply to—
DAVID SASSOON & Co. LTD.
Hongkong, 7th April, 1908. 95

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vœux Road Central (formerly occupied by Messrs. SHAW, TOMES & Co.)
Apply to—
THE COMPADORE DEPARTMENT,
E. D. SASSOON & CO.,
Queen's Road Central.
Hongkong, 10th June, 1908. 947

TO LET

FROM 1ST MAY

KOWLOON MARINE LOT 43, Yau-mai, Area 55,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Hongkong, 18th January, 1908. 221

TO LET.

GODOWN, No. 54, DUNDRELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st August, 1908. 823

TO LET.

OFFICES in HOTEL MANSIONS. Cheap rental for monthly tenancy.
Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 18th August, 1908. 785

TO LET.

"GLENWOOD" CHINESE ROAD, suitable for a Boarding house or Club. Containing 28 Rooms.

2 BEACONSFIELD ARCADE, facing the Parade Ground.
C. M. S. PEAK BUNGALOW, Mount Kallet. Furnished. From 1st October, 1908 to 30th June 1909. Rent \$100 a month and taxes.

OFFICES in Bank Buildings, Top Floor. BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.
No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Oldbook MacGregor).
OFFICES in Queen's Road Central. BELLIOS TERRACE HOUSES, ROBINSON ROAD.
No. 3, DUNDRELL STREET Shop.
No. 2, DES VŒUX VILLAS (PEAK).
Apply to—
LINDSEY & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 10th August, 1908. 89

TO LET.

NOS. 15, 17, 19 and 21, SEYMOUR ROAD.
Apply to—
COMPADORE'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 31st July, 1908. 183

TO LET.

A HOUSE in Wong Nei Chong Road.
A HOUSE in RYAN TERRACE,
No. 10, DES VŒUX ROAD CENTRAL, 1st floor.
HATHERLEIGH "Conduit Road.
OFFICES in YORK BUILDINGS, GODOWNS in PRAYA EAST, BLUM BUILDINGS and No. 16B, Des Vœux Road next to the HONGKONG HOTEL.
FLATS in MORRISON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 3rd August, 1908. 86

TO LET.

A HOUSE in WONG NEI CHONG ROAD.
A HOUSE in RYAN TERRACE,
No. 10, DES VŒUX ROAD CENTRAL, 1st floor.
HATHERLEIGH "Conduit Road.
OFFICES in YORK BUILDINGS, GODOWNS in PRAYA EAST, BLUM BUILDINGS and No. 16B, Des Vœux Road next to the HONGKONG HOTEL.
FLATS in MORRISON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 3rd August, 1908. 86

TO LET.

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office). The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.
Apply to—
YEE SANG FAT & CO.
Same address.
Hongkong, 28th January, 1907. 270

TO LET.

COAL YARD. From 1st September, 1908. A PORTION of the COMPOUND of Marine Lot, No. 42, Wanchai, Praya East, facing the Sea, used for storing Coal, now in possession of Messrs. CHIT CHONG & Co., Coal Merchants.
Apply to—
N. MODY & CO.,
54, 56, Queen's Road, Central.
Hongkong, 23rd July, 1908. 1106

TO LET.

AT SHAMSHEN, CANTON.
HOUSE No. 103, (Kwan How Buildings) at present in the occupation of the I.M. Customs.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st August, 1908. 1110

TO LET.

HOUSE No. 103, (Kwan How Buildings) at present in the occupation of the I.M. Customs.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st August, 1908. 1110

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Hongkong, 1st August, 1908. 1110

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Hongkong, 1st August, 1908. 1110

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL \$1,200,000
RESERVE FUND \$1,525,000
RESERVE LIABILITIES OF PROPER-
TIES \$1,200,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months 4 per cent.
for 6 " 3 1/2 "
for 3 " 3 "
JOHN ARMSTRONG,
Manager.

Hongkong, 14th May, 1908. 115

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL \$1,500,000
SUBSCRIBED 1,125,000
PAID-UP 862,000
RESERVE FUND 210,000

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits:
For 12 months 4 per cent.
For 6 " 3 1/2 per cent.
For 3 " 3 per cent.

EVAN ORMERISTON,
Manager.

Hongkong, 23rd April, 1908.

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 15,120,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:
Tokyo, Kobe, Osaka, Lyons, London, San Francisco, Honolulu, Yokohama, Hankow, Peking, Port Arthur, Tientsin, Chang Chun.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
On fixed deposits for 12 months 5 per cent.
" " " 6 " " 4 1/2 "
" " " 3 " " 4 "
" " " 2 " " 3 1/2 "
TAKEO TAKAMICHI,
Manager.

Hongkong, 24th March 1908. 824

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY).
ESTABLISHED 1824.

PAID UP CAPITAL FL 45,000,000 (\$3,750,000)
RESERVE FUND FL 5,762,864.84 (about \$479,407)

HEAD OFFICE: AMSTERDAM.
HEAD-AGENCY: BATAVIA.

Branches:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cherbon, Nagai, Pecalongan, Pascoeren, Tjilatjap, Padang, Medan (Deli), Palembang, Kote-Radia, (Achene) Bandjermasin, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

LONDON BANKERS:—
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the World and transacts every description of Banking and Exchange business.

INTEREST ALLOWED.
On Current Accounts 2 1/2 per annum on daily balances.
On Fixed Deposits 12 months 4 1/2 per annum.
" " " 6 " " 4 "
" " " 3 " " 3 1/2 "

J. L. VAN HOUTEN, Agent.
Hongkong, 16th July, 1908. 25

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP—Sh. Twai 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS, BERLIN.

BRANCHES:
Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tainanfu, Tientsin, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers:—
KONIGLICHE SBERBANK (PREUSSISCHE STAATSBANK) Berlin.
GENEVALE BANK
DEUTSCHE BANK
S. BLEICHRODER
BERLINER HANDELS-
GENEVALE BANK
BANK LUNAR HANDEL UND
INDUSTRIE
ROBERT WASSERHAU & Co.
M. A. VON ROTHSCHILD & Co.
S. H. STERN
NORDDEUTSCHE BANK IN HAMBURG, Hamburg
SAL. OPPENHEIM, JR. & Co., Köln.
BREMSENER HYPOTHEKEN UND WIRTSCHAFTS-BANK, MÜNCHEN.

NOTICES TO CONSIGNEES

S.S. "AUSTRALIAN"
COMPAGNIES DES MESSAGERIES
MARITIMES

NOTICE

CONSIGNEES of Cargo from London or
S.S. "Douro," & "Médée" from Havre
or S.S. "Adour" from Bordeaux or S.S.
"P. Leroy" from London in connection with
above Steamers are hereby informed that
their Goods, with the exception of
Opium, Treasure and Valuables, are being
landed and stored at their risks into the
Godowns of the Hongkong and Kowloon
Godowns Co., Ltd., at Kowloon, whence delivery
may be obtained immediately after landing.
Optional Cargo will be forwarded on unless
information is received from the Consignees
before Noon, To-day, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Underigned, Goods remaining unclaimed after
Monday, the 24th inst., at Noon, will be
subject to rent and landing charges.
All claims must be sent in to me on or before
the 24th inst., or they will not be recognized.
All damaged packages will be examined on
Monday, the 24th inst., at 3 P.M.
No Fire Insurance has been effected.

P. NALIN,
Acting Agent.
Hongkong, 17th August, 1908.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MACDUFF,"
FROM GLASGOW, LIVERPOOL AND
STRAITS.

CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the Godowns of the Hong-
kong and Kowloon Wharf and Godown Co.,
at Kowloon, whence and/or from the wharves
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 24th inst., will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Underigned on or before the
24th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 24th inst., at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LTD.,
Agents.

Hongkong, 17th August, 1908. 1185

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAWERS,"
FROM LEITH, ANTWERP, LONDON
AND STRAITS.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Limited, Kowloon, and stored at Consignees
risk and expense.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 24th inst., at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 18th August, 1908. 1187

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM HAMBURG, MIDDLESBOROUGH,
LONDON, COLOMBO AND STRAITS.

THE Steamship
"GLAMORGANSHEIRE,"
Captain Morris, having arrived from the
above Ports, Consignees of Cargo are hereby
informed that their Goods are being landed
at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, Kowloon, and stored at Consignees
risk and expense.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on MONDAY, the 24th August,
at 3 P.M.

All claims must be presented within fifteen
days of the steamer's arrival here, after which
date they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 24th August, will be sub-
ject to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 18th August, 1908. 1186

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
steamer are hereby informed that their goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo —
From London, etc., ex S.S. "India,"
From Calcutta, ex S.S. "Saima,"
From Persian Gulf ex B. I. S. N. &
B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 25th inst., at 4 P.M.,
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the Go-
downs for examination by the Consignees, and
the Company's representatives at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognized.

No Claims will be admitted after the goods have
left the Godowns.

E. A. HEWITT,
Superintendent.

Hongkong, 19th August, 1908. 11

NOTICE TO CONSIGNEES

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "KUMERIC,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOSI, AND
MANILA.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for counter-
signature and to take immediate delivery of
their Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us
in any case whatever.

DODWELL & CO., LIMITED,
Agents.
Hongkong, 18th August, 1908. 8

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.
FROM ANTWERP, HULL, LONDON
AND STRAITS.THE Steamship
"GLENLOCHY,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., at Kowloon, where
each consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

Goods not cleared by the 26th inst., will be
subject to rent.

No Fire Insurance will be effected.
All damaged packages must be left in the
Godowns, where they will be examined on the
26th inst., at 11 A.M.

No claims will be recognized if not presented
within 14 days of the ship's arrival.

MCGREGOR BROS. & GOW,
Agents.
Hongkong, 19th August, 1908. 1201

NIPPON YUSEN KAISHA

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, COLOMBO AND
SINGAPORE.THE Company's Steamship
"INABA MARU,"

having arrived from the above Ports, Con-
signees of Cargo are hereby informed that their
Goods are being landed and placed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Limited,
Kowloon, where each consignment will be sorted
out mark by mark, and delivery can be obtained
as soon as the Goods are landed.

Optional Goods will be carried on unless
instructions are given to the contrary before
Noon, To-day.

Goods not cleared by the 26th inst., will be
subject to rent.

No Fire Insurance has been effected.
Damaged packages must be left in the Go-
dows for examination by the Consignees, and
the Co.'s representatives at an appointed hour.
All Claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognized.

No claims will be admitted after the goods
have left the Godowns.

NIPPON YUSEN KAISHA,
Agents.
Hongkong, 22nd August, 1908. 1212

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.CODE WORD: "DOCK."
A. I. A. B. C. and Engineering Code Use
NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 723 feet.
Length on Blocks... 714 "

Width of Entrance on Top... 964 "
Width of Entrance on Bottom... 894 "

Water on Blocks at Spring Tide... 844 "

DOCK No. 1.

Extreme Length... 623 feet.
Length on Blocks... 613 "

Width of Entrance on Top... 99 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 64 "

DOCK No. 2.

Extreme Length... 871 feet.
Length on Blocks... 854 "

Width of Entrance on Top... 96 "

Width of Entrance on Bottom... 58 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP.
Suitable for vessels up to 1000
TONS.THE WORKS are well equipped with
LATEST PLANTS and APPLI-
ANCES to undertake BUILDING or
REPAIRING SHIPS, ENGINES, and
BOILERS; and also ELECTRICAL
WORK.A LARGE STOCK of MATERIALS
always kept on hand.The COMPANY has the powerful steam-
"OURA-MARU" (713 tons, 700 H.P.)
specially built for SALVAGE PURPOSES
equipped with necessary gear, always ready
for service.

報新外中港香
CHUNG HONG SAN PO
(Chinese Daily Press),
PUBLISHED DAILY.
Is the oldest and still immovably the best
Advertising medium among the
Native Community.

Established for over FIFTY YEARS.
Circulates largely throughout Southern China
into China, etc.

Terms for Advertising (Translation free) can
be obtained at the Office, 104, Des Voeux Road
Central, Hongkong; 131, Fleet Street, London
or from the different Agents.
Documents translated from or into Classical
or Colloquial Chinese.

OLLA PODRIDA.

THE SUMMER HOTEL WIDOW.

A man had just arrived at a Massachusetts
summer resort. In the afternoon he was sitting
on the veranda when a handsome young
woman and her six-year-old son came out. The
little fellow at once made friend with the latest
arrival. "What is your name?" he asked. Then,
when this information had been given, he said,
"Are you married?" "I am not married," re-
sponded the man with a smile. At this the
child paused a moment and, turning to his
mother, said: "What else was it, mamma; you
wanted me to ask him?"

DRESSMAKERS' \$16,000 BILL.

The Chevalier Vincento Florio has been sued
in Paris for \$16,000 by a fashionable dress-
making firm for goods supplied to a lady. The
Chevalier, who had already paid a bill for
\$15,000, did not contest the claim, but objected
to the price of certain of the articles in the bill.
These included eighty dresses at from \$100 to
\$200 each, nightdresses at \$25 each, stockings at
from \$5 to \$10 a pair, mittens at \$40, and cuff
buttons at \$200 each. The court decided to
knock \$6,600 off the bill.

ACTRESS'S LOST MEMORY.

The Comédie Française was thrown into
consternation during the performance of
"Marion Delorme." Mlle. Delvair, who was
playing Marion, a part she has acted more than
410 times, suddenly lost her memory in the
very middle of the piece. The audience had
played her part brilliantly throughout the first
three acts. She had come to the scene where
Marion entrusts the King to her friend, Didier.
Suddenly, the "Express" says, she stammered
and stopped. The prompter called out verse
after verse, but she was totally unable to
proceed. M. Mounet-Sully played half the
scene alone, while Mlle. Delvair made her exit.
She had no sooner left the stage than she
fainted. She would not, however, give up, but
made her reappearance in the fifth act. It was
in vain. She could not recall a word of her
part. "Dr. Vallois," the brain specialist, says
that the trouble was caused by irregular circula-
tion of the blood in the region of the brain, and
Mlle. Delvair needs rest.

BUYER 1000 MILES RUN.

Over 1000 miles of course from the City Hall,
New York, to Chicago, relayed by some 2000 lads
were engaged in carrying a message from the
Mayor of New York to the Mayor of Chicago,
with the object, the "Mail" says, of exhibiting
in modern times the possibility of emulating the
historical feat of the native runner, who in the
days of Cortes used to bring fresh fish for
breakfast from the gulf to the city of Mexico
(170 miles), where Montezuma ruled the land
of the Aztecs. All the boys are members of
the Y.M.C.A. Each branch of the Y.M.C.A. is
explaining Mr. A. A. Jamieson, New York, is
superintending the arrangements of its own
locality. Without calling on outside help, we
have been able to post boys half a mile apart
over the entire distance. They are running
night and day without any intermission, except
on Sunday. They expect to deliver their message
in Chicago early on Wednesday morning. The
average age of the boys is sixteen, and none is
over eighteen.

THE "TIMES."

The reorganization of the "Times" under the
new proprietorship has begun, and, remarks
a London paper, have no doubt noticed certain
changes in the appearance of the paper, which
mark the beginning of new developments. It is
no secret now that while the new proprietors
include Lord Rothschild and Lord Cromer, the
controlling interest is in the hands of Lord
Northcliffe, the chief proprietor of the "Daily
Mail," and its allied publications. A new
manager, Mr. Kitchin has been engaged while
Mr. Bland, formerly connected with the "Daily
Mail" and "Daily Mirror" has been acting as
"acting manager" and recommending changes.
With the exception of Moberly Bell, managing
director, the board of the "Times" consists of
employees of the company, and while it is true
that the paper is under the control of this board
the board is, of course, under the control of the
dominating shareholders.

AN HOUR OF DEATH.

One day last month Dr. Thomas Mulligan, a
well-known physician, of New Britain, Con-
necticut, wrote to the editor of one of the
principal New York newspapers, saying, "If
you care to come and talk to a patient of mine,
who died at two o'clock yesterday afternoon, and
was thoroughly dead for one hour as she ever
can be, she will be glad to give you an audience."
The editor promptly despatched a reporter, who
found the patient, Mrs. William McNulty,
quite convinced that she had just returned from
a visit to the spiritual world. She was still
weak, and had great difficulty in describing her
sensations in earthly terms.

"This is what I began to feel," she said. "I
was in a dark room. Then I seemed to glide through
space over interminable distances. After a
while a region of strange light appeared in front
of me, and it grew dazzling, a hundred times
more so than sunlight. It was not like the light
of the sun, but was just a flaming brilliance,
which pervaded everything, though it did not
proceed from any one place in particular. I
found myself amidst endless crowds of people,
all smiling and moving to and fro at will.
Suddenly I saw my mother, and beside her a
distant relative, who died thirty years ago.
While talking to them the light seemed to go
out, and I awoke to find Dr. Mulligan bending
over me."

Dr. Mulligan says that the lady's mind is
perfectly clear, and that she was in no trance,
but that her condition was one of absolutely
suspended animation. "So far as my medical
skill could determine," he added, "she was dead."

SILLY DRESSES.

Certainly men's civilian dress is not very
decorative, says Lady Harberton in a letter to
the "Daily News." But surely women's clothes
need less, rather than more, ornamentation. At
present their dress is meaningless and silly,
unless viewed simply as a framework on which
every description of useless article may be hung
by way of decoration. Of course, in such cir-
cumstances it misses its aim and merely looks
comic, or would look comic if people were not
accustomed to it. But this perpetual quest for
decoration can only be likened to an architect
installing on building a church spire before he
laid the foundation of the church itself; and
will be so long as women's dress consists on
the present plan of ignoring the necessities of
the human figure, which is and must remain, two
legged. Women's dress is really a matter of
men's, in spite of its overladen decoration, because
it lacks harmony with the wearer in every
action she tries to undertake, and entails a
struggle with the limbs in every movement.
When women have decided to dress in such a
manner that their clothes neither physically
impede their progress, nor require to be re-
adjusted by the hand, then indeed we may
hope to see decoration taking a sane and fit-
ting place as an adjunct to the dress of the
community.

AN ANTI-FASHION BILL.

Many strange proposals have been submitted
in all seriousness to certain of the Legislatures
in the United States in the past; but surely
none more extraordinary has ever been brought
forward than a Bill which has just been read

first time in the presence of the legislatures of
Georgia. For long past something "in the
nature of an anti-fashion" movement has
been energetically carried on by a section of the
population, not in Georgia alone, but all over
the States. Clergymen—as has been reported
at length in the papers on many occasions—
have devoted stirring sermons to the imor-
tality of the "peekaboo blouse," and the
vanity and wickedness of the use of cosmetics.
The present Bill, however, goes much further
than all this. It proposes that all marriages
which can be proved to have been "induced"
by women using "peekaboo blouses, open-
work stockings, painted cosmetics, false hair,
and other similar wiles," shall be annulled
and rendered void on the petition of the husbands.
The New York newspapers last month gave con-
siderable prominence to Georgia's latest effort
in the direction of "reform," but it seems
difficult to regard the measure seriously.

SOCIALIST COLONY WITH HIGH IDEALS.

At a beautiful little village known as Crook-
nacreeva, in the County of Fermanagh, a tem-
porary colony of about 1,000 inhabitants has
been established, and the whole of the people
forming this community are proclaiming a phase
of Socialism which is thorough enough in
character to satisfy even the most advanced
Community. The colony is composed of men
and women of various nationalities: The Irish,
of course, preponderate, but there are also
representatives of France, Germany, Spain,
the United States, and other countries, while
quite a number of people have come from New
Zealand, Australia, South Africa, and Canada.
This army of men and women who
are boldly defying the most cherished con-
ventions of social life are identified with a
religious movement that was started four or
five years ago in Enniskillen, and they are
known throughout the North of Ireland as
"Cooneyites," this name having been fastened
on them by those who affect to laugh at them
and their movements as a result of the associa-
tion with the movement of Mr. Edward Cooney,
a large farmer residing in County Fermanagh.
The Cooneyites insist on the strictly literal
interpretation of Scriptures in so far as they
refer to the care of the poor and to virtues of
poverty. The Cooneyites are indefatigable
workers. In their palest days the Jesuits
were not more persevering in their efforts to
convert the world. Thousands of women have
been attracted, and it is a common experience to
see a crowd of people being completely im-
mersed in the waters of the neighborhood.
The members last month assembled at Crook-
nacreeva, in connection with the annual out-
fitting of the cult. They live in camp, men doing
the cooking, while the women look after the
other domestic duties.

THE WEARIN' OF THE KILT.
Last month a young gentleman attired in
Celtic dress—consisting of a brown kilt and
a brown plaid—visited the Palace of West-
minster to see the member for North Galway.
Mr. Hasleton took his visitor to the House of
Lords, and as he was coming away a message
was given to him from Sir Henry (Sir Henry
Stephenson) to the effect that he did not think
it was proper to introduce a stranger so attired
to that House. Mr. Hasleton thereupon, says the
"Daily News," sent a letter to Sir Henry, in
which he said he was aware that in the sixteenth
century laws were passed by England for the
suppression of the national dress of Ireland, but
he little thought the barbarous spirit of that
enactment had survived to this time—the
twentieth century. The reply which Mr.
Hasleton has received from Sir Henry is not
regretted by him as a satisfaction, and he has
forwarded an answer to his letter. It is thought
likely that the whole subject will be discussed
next session on the vote for Sir Henry's salary.

It is interesting to mention that a son of Lord
Ashbourne, ex-Lord Chancellor of Ireland, is
always seen in this Celtic costume, and as the
son of a Peer of the Realm he could, if he chose,
appear on the steps of the Throne as attired.
Already this session, 12 Cameron Highlanders
have appeared in kilts in the Disraeli Gallery.
If the Irish national dress
is banned, it is felt that a similar course must
be adopted with regard to the Highland costume.

25 YEARS CRICKET CAPTAIN.

In honour of his twenty-five years' captaincy
of the Yorkshire team, Lord Hawke received last
month a testimonial at Leeds. This testimonial
was one from lovers of cricket from all over the
world, for it is not only in England that Lord
Hawke's influence on cricket has been felt; he
has been a great tourist and has played cricket
in nearly every part of the globe. For York-
shire he has scored ten centuries and has made
over 18,000 runs.

The gifts consisted of jewellery and old china
which the Yorkshire captain had himself chosen.
The articles include diamond tiara, old Worcester
dessert service, Worcester dinner service,
silver soup tureen (George III. period, date
1817), and pair of Purdey guns from the
general fund, and silver teapot, cream and sugar
basin (George IV. period, date 1821), and silver

THE ROYAL APPOINTMENT
BY HER MAJESTY THE QUEEN

WHITELEY'S
THE BIGGEST STORE
IN THE WORLD.

HIGH QUALITY. MODERATE PRICES.
PROMPT ATTENTION.

WM. WHITELEY, Ltd.,
UNIVERSAL PROVIDERS,
WESTBOURNE GROVE & QUEEN'S RD.,
LONDON, W.

teapot and stand (George III. period, date 1802)
from the players. The total subscribed very
largely in small sums, amounted to £1,842.
Later in the year a banquet is to be given to
Lord Hawke, at which the County Committee,
who have subscribed liberally to the general
fund, will present his lordship with three pearl
stud as a personal memento.

Lord Hawke is a descendant of the admiral
who won the battle of Polsterro and defeated
Admiral Cossack off Belleisle in 1759. He
succeeded to the title in 1887.

THE Underigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

CARLOWITZ & CO.
Hongkong, 18th August, 1908. 23

AGENTS AND MUNICH FIRE IN-
SURANCE CO.
OF AIX-EN-CHAPPELLE.

THE Underigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

REUTER, BROCKELMANN & CO.
Agents.
Hongkong, 21st April, 1907. 114

NORTH BRITISH AND MERCAN-
TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907
£18,114,624.

I. Authorized Capital.....£3,000,000
Subscribed Capital.....2,750,000
Paid-up Capital.....687,500 0 0
II. Fire Funds.....3,085,374 15 7

The Underigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 21st July, 1907. 1019

AGENTS AND MUNICH FIRE IN-
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SHEWAN, TOMES & CO.,
Agents.
Hongkong, 21st July, 1907. 1019

SHIPPING.

ARRIVALS.
 CARL DIERCKHOF, German str., 774, T. Kaper, 22nd Aug.—Haiphong Aug. 18th and Hanoi 21st, General—Jensen & Co.
 FOGGOW, British str., 22nd Aug.—Canton, Hellen, German str., 771, J. Jensen, 23rd Aug.—Swatow 22nd August, General—Jensen & Co.
 HONGKONG, British str., 2,555, R. S. Bainbridge, 23rd Aug.—Singapore 18th August, General—Chinese str., 3,918, S. Ishikawa, 23rd Aug.—Japan & Shanghai 20th Aug.—General—Nippon Yusen Kaisha.
 JAPAN, British str., 3,800, J. G. Olcott, 23rd Aug.—Calcutta via Straits Aug. 8th and Singapore 18th, General—David Sassoon & Co., Ltd.
 KAGOSHIMA MARU, Japanese str., 4,687, T. Arakawa, 22nd Aug.—Moji 16th Aug.—General—Nippon Yusen Kaisha.
 KAIFONG, British str., 987, Mathias, 22nd Aug.—Canton and Hanoi 18th August, General—Butterfield & Swire.
 KIUKIANG, British str., 1,235, H. A. Wavell, 22nd Aug.—Shanghai August 15th and Swatow 21st, General—Butterfield & Swire.
 KOWLOON, German str., 1,740, A. Enigk, 22nd Aug.—Mororan and Swatow 21st Aug.—General—Hamburg-Amerika Linie.
 KUBICHOV, British str., 1,787, G. Hooker, 23rd Aug.—Cheloo 17th August, General—Butterfield & Swire.
 KWANGLOO, Chinese str., 22nd Aug.—Canton, 22nd Aug.—Friser, 22nd Aug.—Shanghai 15th Aug.—General—Chinese.
 PORT MARIA, British str., 1,440, John Williams, 22nd Aug.—Moji 18th Aug.—Coal—Order.
 RAJAH, German str., 1,159, H. Bremer, 22nd Aug.—Bamuk via Hanoi—15th August, 15th and Wood—Michers & Co.
 SILBIA, Austrian str., 3,340, E. Radonich, 23rd Aug.—Shanghai 18th August, General—Sasner, 18th August.
 SOBERNIN, Russian str., 2,908, Schurhoff, 22nd Aug.—Moji 12th Aug.—Melchers & Co.
 TIANJIN, British str., 2,449, J. Bouman, 22nd Aug.—Batavia 27th July, and Measner 14th August, General—Java-China-Japan Line.
 TRIUMPH, German str., 769, J. C. Hazen, 23rd Aug.—K. C. Wau and Macao 23rd Aug.—General—Jensen & Co.
 UJIMA MARU, Japanese str., 2,248, K. Hor, 23rd Aug.—Kobe 16th Aug.—General—Nippon Yusen Kaisha.
 VICTORIA, Swedish str., 1,589, Thor Ebert, 22nd Aug.—Kohlschlag 15th Aug.—Aagaard, Thorsen & Co.

DEPARTURES.

22nd August.
 BARBA, British str., for Labuan.
 CHITTING, British str., for Swatow.
 DELTA, British str., for Haiphong.
 GERMANIA, German str., for Kobe.
 INABA MARU, Japanese str., for Kobe.
 KNIVSBERG, German str., for Tientsin.
 KWANGSANG, British str., for Swatow.
 YOGH, British str., for Ningpo.
 ZAPKO, British str., for Manila.
 23rd August.
 AMARA, British str., for Moji.
 CHINIL, British str., for Hanoi.
 ECLIPSE, British & United bark, for Canton.
 JOHIN MARU, Japanese str., for Swatow.
 KIUKIANG, British str., for Canton.
 MELBYD, German str., for Hanoi.
 PORT MARIA, British str., for Colombo.
 SIAM, British str., for Singapore.

SHIPPING REPORTS.

The British str. Japan reports: Moderate S. W. monsoon and fine clear weather.
 The British str. Kowloon reports: Light winds, smooth sea, fine and clear weather.
 The British str. Hongkong reports: Moderate to fresh monsoon to the Port of Shek, thence variable light winds to port.

VESSELS IN DOCK.

22nd August.
 ABERDEEN DOCK.—Hanching, Kowloon Dock.—Coroon, Laisang, H.M.S. Whiting, Japoteis, H.M.S. Robra, U.S.S. Albatross, Kumeric, Paul Beau, Kuisang, Mathilde Kerner.
 COMMERCIAL DOCK.—Pachonias, Aphrodite.

VESSELS ON THE BERTH.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
 STEAM FOR
 FIUME AND TRIESTE (DIRECT),
 Calling at SINGAPORE, PENANG,
 CALCUTTA, COLOMBO, ADEN,
 SUEZ, and PORT SAID.
 Taking Cargo at the rate of the BRITISH to PENANG GULF, RED SEA, BLACK SEA, LEBANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship

"SILESIA."
 Capt. Radonich, will be despatched as above on or about TUESDAY, the 25th inst., at Noon.
 This steamer has capital accommodation for passengers, electric light and carries a doctor.
 For information as to Passage and Freight apply to
 SANDER, WIELER & Co.,
 Agents,
 Hongkong, 21st August, 1908.

FOR SHANGHAI, YOKOHAMA AND KOBE.

THE Steamship
 "JAPAN."
 Captain J. G. Olcott, will be despatched for the above Ports on FRIDAY, the 28th inst., at Noon.
 This steamer has superior accommodation for passengers, and is installed throughout with Electric Light, and carries a duly certified Doctor.
 For Freight or Passage, apply to
 DAVID SASSOON & Co., Ltd.,
 Agents,
 Hongkong, 20th August, 1908.

"SHIRE" LINE OF STEAMERS.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship

"PLINTSHIRE."
 Capt. G. C. Cundy, R.N.R., will be despatched for the above Ports on SATURDAY, the 29th August, 1908.
 Surgeon and Stewardess carried.
 For Freight and Passage, apply to—
 SHEWAN, TOMES & Co.,
 Agents,
 Hongkong, 19th August, 1908.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & C. VIA USUAL PORTS OF CALL.	DELHI	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	On 25th Sept. at Noon.
LONDON, HAMBURG & ANTWERP	FLINTSHIRE	Brit. str.	—	G. C. Cundy, R.N.R.	SHEWAN, TOMES & Co.	On 29th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	SYRIA	Brit. str.	—	D. C. Gregor, R.N.R.	P. & O. S. N. Co.	About 23th inst.
LONDON, HAYRE & ANTWERP	GLENROY	Brit. str.	—	T. D. Dicks	McGREGOR BROS. & GOW	On 30th inst.
DUNKIRK, ANTWERP & HAMBURG &c.	SEBIA	Ger. str.	k.w.	Kotzke	HAMBURG-AMERICA LINE	About Middle of Sept.
HAYRE & HAMBURG VIA STRAITS, &c.	AMERICA	Ger. str.	k.w.	Donitz	HAMBURG-AMERICA LINE	On 20th September.
HAYRE & HAMBURG VIA STRAITS, &c.	BRASIL	Ger. str.	k.w.	Schwinghammer	HAMBURG-AMERICA LINE	On 4th October.
HAYRE & HAMBURG VIA STRAITS, &c.	SILBIA	Ger. str.	k.w.	v. Hoff	HAMBURG-AMERICA LINE	On 18th October.
HAYRE & HAMBURG VIA STRAITS, &c.	YARRA	Fr. str.	—	Sellier	MESSAGERIES MARITIMES	On 1st Sept. at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SANUKI MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 2nd Sept. at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AWA MARU	Jap. str.	—	A. Keith	NIPPON YUSEN KAISHA	On 16th Sept. D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CATHAY	Jap. str.	—	P. E. Luitpold	MELCHERS & Co.	Middle of September.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SLAVONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 11th September.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	P. E. LUITPOLD	Ger. str.	—	O. Pahnke	MELCHERS & Co.	To-day, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SILBIA	Ger. str.	—	Radonich	MELCHERS & Co.	About 25th inst. at Noon.
NEW YORK VIA PORTS & SUEZ CANAL.	INDRAMATO	Ind. str.	1 m.	—	SHEWAN, TOMES & Co.	On 10th September.
VANCOUVER VIA HONOLULU, &c.	LENNOX	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 5th Sept. at 4 P.M.
VANCOUVER VIA HONOLULU, &c.	KUMERIC	Am. str.	—	Cowley	DODWELL & Co., Ltd.	On 11th Sept. at Noon.
VICTORIA, B.C. & SEATTLE, WASH., &c.	ITU MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	To-morrow at Noon.
VICTORIA, B.C. & SEATTLE, WASH., &c.	KAGA MARU	Jap. str.	1 m.	G. S. Lapraik	NIPPON YUSEN KAISHA	On 1st Sept. at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	G. W. Eidy	NIPPON YUSEN KAISHA	On 14th Sept. at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 2nd Sept. at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	MANILA	Jap. str.	—	J. Minson	NIPPON YUSEN KAISHA	On 4th Sept. at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	MIKRO MARU	Jap. str.	—	T. Harrison	NIPPON YUSEN KAISHA	On 10th Sept. at 5 P.M.
AUSTRALIAN PORTS VIA MANILA	LIJAN	Brit. str.	—	—	MELCHERS & Co.	On 2nd Oct. at Noon.
YOKOHAMA AND KOBE	LIJAN	Brit. str.	—	—	MELCHERS & Co.	On 15th Sept.
KOBE AND YOKOHAMA	LIJAN	Brit. str.	—	—	MELCHERS & Co.	To-morrow, at 4 P.M.
NAGASAKI, KOBE & YOKOHAMA	LIJAN	Brit. str.	—	—	MELCHERS & Co.	On 2nd Sept. at Noon.
KOBE & YOKOHAMA	LIJAN	Brit. str.	—	—	MELCHERS & Co.	On 26th inst.
CHONGWANGTAO, JAPAN, AMERICA, &c.	LIJAN	Brit. str.	—	—	MELCHERS & Co.	Quick despatch.
TIENTSIN VIA SWATOW, WHEATWHE & CHEFOO	LIJAN	Brit. str.	—	—	MELCHERS & Co.	On 27th inst.
SWATOW, CHEFOO & TIENTSIN	LIJAN	Brit. str.	—	—	MELCHERS & Co.	On 29th inst. at 4 P.M.
TSINGTAU, NAGASAKI & VLADIVOSTOK	LIJAN	Brit. str.	—	—	MELCHERS & Co.	On 23rd inst. at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	LIJAN	Brit. str.	—	—	MELCHERS & Co.	On 26th inst.
SHANGHAI, KOBE & YOKOHAMA	LIJAN	Brit. str.	—	—	MELCHERS & Co.	On 31st inst. at P.M.
SHANGHAI, KOBE & YOKOHAMA	LIJAN	Brit. str.	—	—	MELCHERS & Co.	About 25th inst.
SHANGHAI, KOBE & YOKOHAMA	LIJAN	Brit. str.	—	—	MELCHERS & Co.	On 27th inst.
SHANGHAI, KOBE & YOKOHAMA	LIJAN	Brit. str.	—	—	MELCHERS & Co.	On 27th inst. at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	LIJAN	Brit. str.	—	—	MELCHERS & Co.	On 28th inst. at Noon.
SHANGHAI, KOBE & YOKOHAMA	LIJAN	Brit. str.	—	—	MELCHERS & Co.	About 23th inst.
SHANGHAI, KOBE & YOKOHAMA	LIJAN	Brit. str.	—	—	MELCHERS & Co.	About 3rd Sept.
SHANGHAI, KOBE & YOKOHAMA	LIJAN	Brit. str.	—	—	MELCHERS & Co.	On 10th September.
SHANGHAI, KOBE & YOKOHAMA	LIJAN	Brit. str.	—	—	MELCHERS & Co.	On 8th Sept. at Noon.
SHANGHAI, KOBE & YOKOHAMA	LIJAN	Brit. str.	—	—	MELCHERS & Co.	To-day, at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	LIJAN	Brit. str.	—	—	MELCHERS & Co.	On 31st inst. at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	LIJAN	Brit. str.	—	—	MELCHERS & Co.	Quick despatch.
SHANGHAI, KOBE & YOKOHAMA	LIJAN	Brit. str.	—	—	MELCHERS & Co.	On 2nd Sept.
SHANGHAI, KOBE & YOKOHAMA	LIJAN	Brit. str.	—	—	MELCHERS & Co.	On 30th inst. at 2 P.M.
SHANGHAI, KOBE & YOKOHAMA	LIJAN	Brit. str.	—	—	MELCHERS & Co.	On 27th inst. at 2 P.M.
SHANGHAI, KOBE & YOKOHAMA	LIJAN	Brit. str.	—	—	MELCHERS & Co.	To-morrow, at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	LIJAN	Brit. str.	—	—	MELCHERS & Co.	On 25th inst. at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	LIJAN	Brit. str.	—	—	MELCHERS & Co.	On 29th inst. at Noon.
SHANGHAI, KOBE & YOKOHAMA	LIJAN	Brit. str.	—	—	MELCHERS & Co.	On 4th Sept. at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	LIJAN	Brit. str.	—	—	MELCHERS & Co.	On 25th inst. at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	LIJAN	Brit. str.	—	—	MELCHERS & Co.	Beginning of September.
SHANGHAI, KOBE & YOKOHAMA	LIJAN	Brit. str.	—	—	MELCHERS & Co.	On 28th inst.
SHANGHAI, KOBE & YOKOHAMA	LIJAN	Brit. str.	—	—	MELCHERS & Co.	To-morrow, at 3 P.M.

NORDDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ REGENT LUITPOLD"	Wed. day, 26th Aug. at Noon.
SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA	"PRINZ EITELFRIEDRICH"	About Wed. day, 26th August.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA"	Thursday, 10th Sept. at 5 P.M.
KUDAT & SANDAKAN	"BORNEO"	Beginning of September.

For further Particulars, apply to
 NORDDDEUTSCHER LLOYD, MELCHERS & CO., GENERAL AGENTS, HONGKONG & CHINA.
 Hongkong, 15th August, 1908.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.
 THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific to the "EMERALG LINE." Saving 5 to 10 days' Ocean Travel. 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration)	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMERALG OF JAPAN" 6,000	—	SATURDAY, 5th Sept.	28th Sept.
"LENNOX" 3,000	—	FRIDAY, 11th Sept.	10th Oct.
"EMERALG OF CHINA" 6,000	—	SATURDAY, 26th Sept.	17th Oct.
"MONTEAGLE" 6,163	—	SATURDAY, 3rd Oct.	27th Oct.
"EMERALG OF INDIA" 6,000	—	SATURDAY, 17th Oct.	7th Nov.
"EMERALG OF JAPAN" 6,000	—	SATURDAY, 7th Nov.	28th Nov.

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
 S.S. "EMERALG" Steamers will depart from HONGKONG at 4 P.M.
 S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMERALG" Steamships, 24,000 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York 27 to 40 Intermediate on Steamers 240, 242

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
 R.M.E. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
 Passengers Booked through to all points and AROUND THE WORLD.
 SPECIAL RATES (1st class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, General Traffic Agent for China, Corner Pender Street and Praya, opposite Blake Pier.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS"	On 31st Aug. P.M.
MARSEILLES VIA PORTS	"YARRA"	On 1st Sept. 1 P.M.
SHANGHAI	"VILLE DE LA CROIX"	On 14th Sept. P.M.
MARSEILLES, &c.	"AUSTRALIEN"	On 18th Sept. 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 227 10s. up to 271 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—
 P. NALIN, ACTING AGENT, Queen's Building.
 Hongkong, 19th August, 1908.

NORTHERN PACIFIC LINE.

CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.
 Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
 VICTORIA, B.C. AND TACOMA VIA
 KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU, AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
KUMERIC	6,232	Cowley	On 25th Aug. Noon.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.
 For further information apply to—
 DODWELL & CO., LIMITED, GENERAL AGENTS, Queen's Buildings.
 Hongkong, 21st August, 1908.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

For SWATOW, AMOY AND FOOCOW.

THE Company's Steamship

"HAITAN."
 Captain Roach, will be despatched for the above Ports on THURSDAY the 27th inst., at 2 P.M.

A reduction of 20 per cent. on First Class Fares to Foochow, will be made during the Months of August and September.

For Freight or Passage apply to—
 DOUGLAS LAFRAIK & Co., General Managers, Hongkong, 22nd August, 1908. 1211

"GLEN" LINE OF STEAMERS.

FOR LONDON, HAYRE AND ANTWERP

THE Steamship

"GLENROY."
 Captain T. Darks, will be despatched as above on SUNDAY, the 30th August.

For Freight apply to—
 McGREGOR BROS. & GOW, Hongkong, 13th August, 1908. 1178

SHIPPING IN PORT.

STEAMERS

APHRODITE, British str., 2,325, J. H. Smith, 31st July—Maroran 21st July, Coal—Doddwell & Co.
 CHANGSHA, British str., 2,316, A. J. Dunn, 6th August—Callao 24th June, Coal—Doddwell & Co.
 CHONGKING, German str., 1,924, Bucking, 13th August—Bangkok 13th August, Rico—Butterfield & Swire.
 CLAYBURN, British str., 2,318, W. H. Sedon, 17th August—Canton 17th August, Coal—Doddwell & Co.
 COURTNEY, British str., 4,897, John Wiseman, 25th May—Moji 20th May, Coal—Mitsui Bussan Kaisha.
 DRAGON, German str., 1,057, F. Rohvalde, 18th August—Bangkok 9th August, Coal—Butterfield & Swire.
 FOOCOW, British str., 1,297, E. French, 11th August—Shanghai 8th August, General—Butterfield & Swire.
 FOOSHING, British str., 1,235, E. Woolley, 17th August—Wah and Chinkiang 11th Aug. Rice—Jardine, Matheson & Co.
 FRITHOF, Norwegian str., 891, O. Andersen, 8th August—Saigon 4th Aug. Rice—Aagaard, Thorsen & Co.
 HALCHING, British str., 1,248, W. C. Passmore, 12th Aug.—Foocow Aug. 9th, Amoy 10th, Swatow 11th, General—Douglas, Lapraik & Co.
 HALPES, Norwegian str., 1,085, G. Solberg, 2nd August—Saigon 26th July, General—Aagaard, Thorsen & Co.
 HINANG, British str., 1,538, A. G. Smith, 15th August—Hongkong 13th August, Coal—Jardine, Matheson & Co.
 HOBART, German str., 1,300, Nisjah, 16th August—Canton 16th August, Coal—Jensen & Co.
 INTERAN, British str., 2,853, Marshall, 30th July—New Castele 11th July, Coal—Arnold, Karberg & Co.
 KATHARINE PARK, British str., 2,075, W. H. Copp, 8th July—Callao via Yokohama and Kobe 12th May, General—Toyoko Kisen Kaisha.
 KOREA, American str., 5,851, Andrew Dixon, 18th August—San Francisco 23rd July and Shanghai 18th August, Mail and General—Pacific Mail Steamship Co.
 KUMERIC, British str., 4,068, T. S. Cowley, 17th August—Tacoma via Ports 2nd July, General—Doddwell & Co.
 KUMSANG, British str., 2,077, E. J. Buller, 17th August—Calcutta and Singapore 11th Aug. General—Jardine, Matheson & Co.
 KWANGLOO, Chinese str., 1,463, Liaochi, 17th August—Shanghai 14th August, General—Chinese.
 LAISANG, British str., 2,224, E. J. Todd, 20th July—Calcutta July 5th, and Singapore 15th, General—Jardine, Matheson & Co.
 MACDUFF, British str., 1,223, O. M. Burch, 17th August—London and Singapore 11th August, General—Doddwell & Co.
 MANDAL, Norwegian str., 1,193, Gabrielsen, 31st July—Borneo 25th July, Coal—Walkom & Co.
 MANILA, German str., 1,108, J. Minson, 21st August—Sydney 30th July, General—Melchers & Co.
 MATHILDA KOBNER, German str., 1,546, Dittber, 12th August—Moji 7th August, Coal—Jensen & Co.
 OKSANG, British str., 1,787, F. Wheeler, 14th August—Moji 8th August, Coal—Jardine, Matheson & Co.
 PAKAT, German str., 1,018, J. Wenzel, 13th August—Swatow 17th August, General—Butterfield & Swire.
 PALMA, British str., 4,913, G. W. Cockman, R.N.R., 12th August—London & Singapore 7th August, General—P. & O. S. N. Co.
 PROBUS, Norwegian str., 1,024, C. Moller, 3rd Aug.—Saigon 29th July, Rice—Aagaard

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, ANG, COLOMBO, Port Said and MANZEL	SYRIA Capt. D. C. Gregor, R.N.E.	About 26th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NOKI and YOKOHAMA	DEVANHA Capt. G. Phillips	About 28th Aug.	Freight and Passage.
SHANGHAI	DEVAHA Capt. T. H. Hild, R.N.E.	About 3rd Sept.	Freight and Passage.
LONDON via USUAL PORTS DELHI F. CAL.	DELHI Capt. J. D. Andrews, R.N.E.	Noon, 5th Sept.	See Special Advertisement.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 24th August, 1908

CHINA NAVIGATION CO.,
LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI and CHINKIANG Kobe and YOKOHAMA	"FOOCHOW" "LINATY"	On 24th Aug., 4 P.M. On 25th Aug., 4 P.M.
MANILA	"TEAN"	On 25th Aug., 4 P.M.
SWATOW, CHEFOO & TIENTSIN	"KUEICHOW"	On 28th Aug., 4 P.M.
CEBU and ILOILO	"KAIFONG"	On 28th Aug., 4 P.M.
MANILA, ZAMBOANGA, THURE- DAY ISLAND, COKTOWN, CAEN S., POWNVILLE, BRISBANE, SYDNEY, with Transit for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 2nd Sept., 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

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AGENTS.

Hongkong, 24th August, 1908.

OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSAPROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
SHANGHAI via SWATOW, "CHOSHUN MARU"	Capt. T. SUGIURA	THURSDAY, 27th Aug., 10 A.M.
AMOI & FOOCHOW	"DALIN MARU"	SUNDAY, 30th Aug., 10 A.M.
TAMSIU via SWATOW, "SHOSHUN MARU"	Capt. I. HAKURAI	WEDNESDAY, 2nd Sept., 10 A.M.
AMOI & FOOCHOW	Capt. I. HAKURAI	WEDNESDAY, 2nd Sept., 10 A.M.

A Reduction of 20 Per Cent. will be made on First and Second Class Fares to Fookchow, until further Notice.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Ample, Unvalued Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 24th August, 1908.

T. ARIMA, Manager.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Tuesday, 25th Aug., 3 P.M.
MANILA	"LOONGSANG"	Friday, 28th Aug., 4 P.M.
TIENTSIN via SWATOW	"CHEONGSHING"	Saturday, 29th Aug., 4 P.M.
WEIHAIWEI & CHEFOO	"WINGSANG"	Monday, 31st Aug., Noon.
SHANGHAI	"YUENSANG"	Friday, 4th Sept., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"NAMSANG"	Tuesday, 8th Sept., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUMSANG," "NAMSANG" and "YUENSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe, a daily qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

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Telephone No. 61

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Hongkong, 24th August, 1908

GENERAL MANAGERS.

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HAMBURG.

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Regular Sailings from JAPAN, CHINA and PHILIPPINES,
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to HAVRE, BREMEN and HAMBURG and to NEW YORK.

Taking Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lieben, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD	HOMEWARD
FOR SHANGHAI, YOKOHAMA & KOBE S.S. BRASILIA ... 27th August	FOR Marseilles, ANTWERP & HAMBURG S.S. STAVONIA ... 11th Sept.
FOR SHANGHAI, YOKOHAMA & KOBE S.S. SILESIA ... 10th September	FOR DUNKIRK, ANTWERP & HAMBURG S.S. SPEZIA ... About Mid. of Sept.
FOR SHANGHAI, YOKOHAMA & KOBE S.S. SAMSIA ... 14th September	FOR HAVRE & HAMBURG S.S. AMBRIA ... 20th Sept.
FOR SHANGHAI, YOKOHAMA & KOBE S.S. SUEVIA ... 25th September	FOR HAVRE & HAMBURG S.S. BRASILIA ... 4th Oct.
FOR SHANGHAI, YOKOHAMA & KOBE S.S. SENEGAMBIA ... 10th October	FOR HAVRE & HAMBURG S.S. SILESIA ... 18th Oct.
FOR SHANGHAI, YOKOHAMA & KOBE S.S. BELGRAVIA ... 17th October	

COAST SERVICE

SINGAPORE, NAGASAKI AND "KOWLOON" ... On 26th Aug.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 21st August, 1908.

Hongkong Office.

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NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, and PORT SAID	"SANUKI MARU" Capt. K. Homma Tons 6112	WEDNESDAY, 2nd Sept. at Daylight
VICTORIA, B.C. and SEATTLE, WASH., via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"IYO MARU" Capt. S. Ishikawa Tons 6320	TUESDAY, 1st Sept. at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	"YAWATA MARU" Capt. T. Sekine Tons 3817	FRIDAY, 4th Sept. at Noon
MOJI and KOBE	"NIKKO MARU" Capt. T. Harrison Tons 5559	FRIDAY, 2nd Oct. at Noon
NAGASAKI, KOBE and YOKOHAMA	"TAKASAKI MARU" Capt. A. Mochi Tons 4746	WEDNESDAY, 28th August
BOMBAY via SINGAPORE, and COLOMBO	"NIKKO MARU" Capt. T. Harrison Tons 5559	WEDNESDAY, 2nd Sept. at Noon
	"MOYORI MARU" Capt. J. Handa Tons 3773	FRIDAY, 4th September

Fitted with Marconi's System of Wireless Telegraphy.
Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For Further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong 24th August, 1908.

T. KUSUMOTO,
MANAGER.EAST ASIATIC CO., LD.,
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.RUSSIAN EAST ASIATIC CO., LD.,
ST. PETERSBURG & VLADIVOSTOK.SWEDISH EAST ASIATIC CO., LD.
GOTHENBURG.PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SINGAPORE, CALCUTTA & COLOMBO	"ARCONIA"	On 28th August.
VLADIVOSTOK	"LITUANIA"	On 3rd September.
MARSEILLES	"HAYRE"	On 10th Sept.
COPENHAGEN	"CATHAY"	Middle of Sept.
YOKOHAMA and KOBE	"TRANSQUEBAR"	On 15th September.

For Further Particulars, apply to

MELOERS & CO.,
AGENTS.

Hongkong, 24th August, 1908.

HONGKONG-NEW YORK
AND BOSTON.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK AND BOSTON VIA PORTS
AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "INDRAMAYO" ... On 19th September, 1908.

For freight and further information apply to

SHEWAN TOMES & CO.,
GENERAL AGENTS.

Hongkong, 15th August, 1908.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
Hongkong and Manila. Saloon amidships. Electric Light. Perfect
Cuisines. SURGEON and STEWARDESS carried. All the most up-to-
date arrangements for comfort of Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 29th Aug., Noon.
ZAFIRO	2540	R. Rodger	Manila	

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 24th August, 1908.

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FRENCH STEAMSHIP COMPANY. HEAD OFFICE, PARIS.

ALL ROUND THE WORLD LINE.

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NAUPEL to HONGKONG in 29 DAYS.
Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

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CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland.

Passengers to Overland and Europe via Vancouver

YOKOHAMA to LONDON and PARIS 26 DAYS

HOMEWARD via MAGELLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

"OUESANT" ... 27th Aug.	"CEYLAN" ... 29th Nov.
"AFRICA" ... 12th Sept.	"OURE" ... 11th Jan. 09

New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth cabins.

Intermediate Class and Rates of Passage. All Round the World Tickets by these boats.

For Further Particulars, apply to—

E. NALIN, ACTING AGENT,
FRENCH MAIL OFFICE.

Hongkong, 10th August, 1908.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	JAVA	Second half of Aug.	SHANGHAI	Second half of Aug.
TJILATJAP	JAPAN	Second half of Aug.	JAVA	Second half of Aug.
TJIKINI	JAPAN	First half of Sept.	JAVA	First half of Sept.
TJIPANAS	JAVA	First half of Sept.	JAPAN	First half of Sept.
TJILIWONG	JAVA	Second half of Sept.	JAPAN	Second half of Sept.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on a through Bill of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.

York Buildings, 1st Floor.

Hongkong, 20th August, 1908.

THOS. COOK & SON,
TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.HEAD OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-
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and all disorders
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service between CALCUTTA. Sailings from
CALCUTTA for CHINA Ports every fortnight.
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DODWELL & CO., LIMITED
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Hongkong, 4th August, 1908.FOR EUROPE & AMERICA,
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